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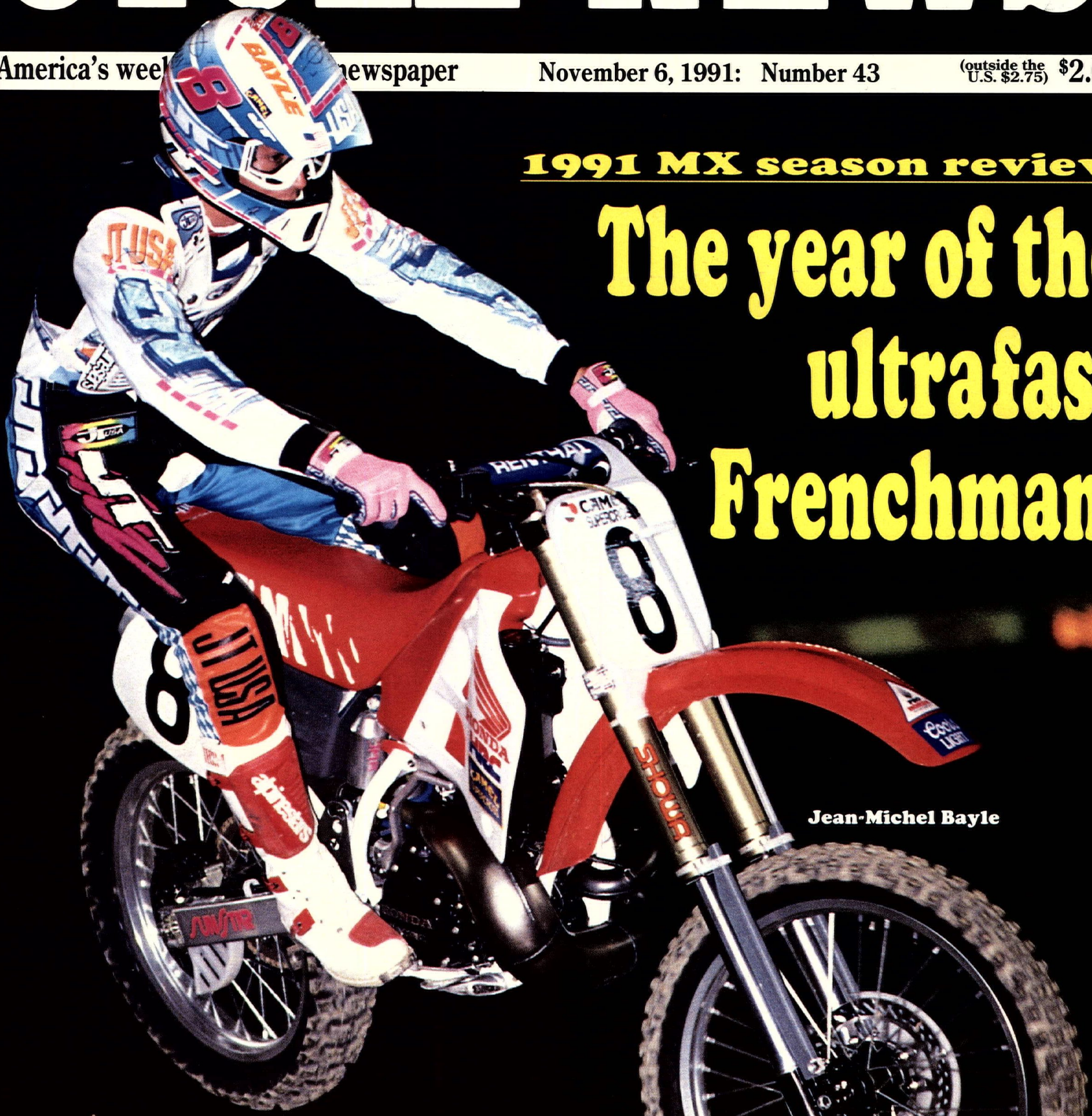

Jean-Michel Bayle

1991 MX season review

The year of the ultrafast Frenchman!

Edwards sprints to record five AMA/CCS titles at Daytona

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A DREAM COME TRUE...
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THE LEADER IN STYLE

By Papa Wealey IN THE WIND

Action taken at last week's **FIM Congress** in New Zealand in addition to the turnaround on the proposed Dorna/Ecclestone road race GP contract (see page 3), included designating the 250cc MX GP class as the "premier" series and host to 15 rounds in 1992 (the 125 and 500cc GP Series will host 12 rounds each); all three MX GP series events will feature three motos of 25 minutes-plus two laps each and qualifying races will be conducted in place of timed practice. The Rodil Trophee and the Masters of Motocross will be replaced in 1992 by the six-round FIM Supercross World Championship.

Also released at the FIM Congress was the **1992 championship racing schedule.** Included is the World Championship Road Race Series round at Laguna Seca International Raceway in Monterey, California, on April 26; the Brainerd, Minnesota, round of the World Championship Superbike Series on June 14; the World Championship Trial Series round in Watkins Glen, New York, on September 6 followed by the Trial des Nations in Watkins Glen, on September 7; the World Championship 250cc MX Series round in Unadilla, New York, on July 19; and the World Championship 500cc MX Series in San Bernardino, California, on April 5.

Three-time National Enduro Champion **Randy Hawkins** (Suz) scored the overall win in round eight of the AMA National Championship Enduro Series at Bear, Delaware, October 27. **Jeff Russell** (KTM) clinched the series title with a runner-up finish, while **Scott Summers** (Hon), Czech **Jan Hrehor** (Suz) and **Fred Hoess** (Hus) rounded out the top five. **Kevin Hines** (Suz) was 11th.

Camel Supercross, 250 and 500cc National Champion **Jean-Michel Bayle** (Hon) swept round two of the Chesterfield Masters of Motocross Series in Milan, Italy, October 26-27. **Larry Ward** (Suz) finished second ahead of **John Van den Berk** (Suz) in Saturday night's final of the two-day event, and on day two **Guy Cooper** (Suz) was the runner-up and **Tallon Vohland** (Suz) finished third. Bayle is at the top of the Masters standings with 20 points, while Ward, **Stefan Everts** (Suz) and **Donny Schmit** (Suz) are tied for second with 5 points apiece.

Motocrossers **Jeremy McGrath** and **Jeromy Buehl** have re-signed with the Peak Antifreeze/Pro Circuit Honda team for the '92 season. McGrath will defend his 125cc Western Regional Supercross title where he will be teamed up with fellow southern Californian **Buddy Antunez**, while Ohio's Buehl will contest the 125cc Eastern Regional Supercross Series along with **Mike Brown**, who hails from Gray, Tennessee.

Mike Brown (Hon) won the 125 and 250cc Pro classes at the October 26-27 Honda Top Gun Showdown at Muddy Creek Raceway in Blountville, Tennessee. **Jim Neese** (Kaw) and **Chad Lough** (Suz) finished second and third, respectively, in each class.

Don Emde of Infosport has announced that his company has ceased publication of The Emde Report . . . On Motorcycle Retailing, a newsletter for dealers. "I feel bad that we had to make this decision," Emde said. "The publication was very well received by the dealers who subscribed, but the support is just not there in large enough numbers to justify the amount of time it takes to put it together." According to Emde, all of the subscribers to The Emde Report will be contacted regarding refunds to their subscriptions.

Mario Andretti, a former Formula 1 and Indy Car champion, took a six-lap spin aboard a Team Marlboro Roberts Yamaha YZR500 at northern California's Laguna Seca Raceway on October 18. Andretti, who was at the track for an Indy Car race, said, "I owe Kenny one. I was drooling at the bike when they brought it to Nazareth (Pennsylvania). I didn't ask, but when Kenny said I could ride the bike when we came out here I was excited. I've been a frustrated Kenny Roberts all my life. I've always envied him." According to Team Marlboro Roberts team member Robbie Petersen, Andretti was "pretty impressive. He went really slow for the first two laps, then he went quicker than I thought he would. He even looked good on it, like it was second nature." Andretti is an avid street rider.

Motocrosser **Kevin Crine**, who suffered a broken neck last year, suffered another setback in his racing career when he broke his left foot at a local race in Maryland on October 13. Crine says he'll be in a cast for six to eight weeks. He'll miss the Florida Mini National Olympics, but plans on competing in the Florida Winter-AMA Series and the season-opening Orlando round of the Camel Supercross Series. Cards and letters can be sent to Kevin at his home: 4135 Curtis Rd., Mechanicsville, MD 20659.

Southern California motocrosser **Willie Surratt**, who finished seventh in the World Championship 125cc MX Series, will move up to the 500cc class in 1992 where he will join three-time 500cc World Champion **David Thorpe** on a team backed by Cinti, an Italian Honda dealership. Surratt recently competed in the Italian National Championships where he lost a tie-breaker for the 500cc class title to 250cc World Champion **Trampas Parker**, who had better finishes in the series.

Motocrosser **Mike Fisher** has re-signed with KTM to compete in the U.S. and Europe in 1992. "I will race the entire Camel Supercross Series and the first four rounds of the 250cc Nationals," said Fisher at the October 20 opening round of the Masters of Motocross Series in France. "Then I will go to Europe to ride the remaining rounds of the 250cc GPs and major international events." Fisher added that KTM plans to hire an American rider to contest the entire World Championship 250cc MX Series.

American Honda has announced the formation of the **Honda Rider's Club of America** (HRCA). The club will be open to all Honda motorcycle, scooter and ATV owners. The initial phase will include 1983 and later models, while Phase 2, which will include all Hondas regardless of model year, will be in place in the near future. According to Honda, members are entitled to low-cost comprehensive insurance, free MSF training, a road service package that includes towing, a club newsletter, and a personalized membership card, pin and patch. The membership card is a member's pass to the many club events planned for 1992. HRCA will begin accepting memberships on December 9. Honda owners should contact their local Honda dealer for enrollment and more information.

Harley-Davidson is offering a $15,000 contingency award to anyone setting a motorcycle land speed record (Class A fuel, 3000cc) using a Harley-Davidson Evolution engine by December 31. To receive the award, the record must be certified by a recognized timing association. The current record is 322 mph. Interested parties can contact Art Gompper, Harley's manager of racing promotions, at 414/935-4588.

And speaking of speed, the **Kal-Gard/Barnett Special streamliner sidecar** will be spending the next five months on the European show circuit. The three-wheeler was driven to a 174.636 mph record by Larry Coleman at Bonneville last year. Show appearances are scheduled in Austria, Poland, Switzerland and Germany, and more locations will be added.

The Atlanta Chapter of Harley Owners Group will host the **3rd Annual Atlanta Christmas Toy Run** on Sunday, December 8. Registration for the run, which benefits the Christian City Home for Children, begins at 12:00 p.m. at Harley-Davidson of Atlanta, and the ride to Christian City leaves the dealership at 1:30 p.m. Entrants are requested to bring new items — toys, clothing, etc. — for boys and/or girls from 10 to 18 years of age. The items should be wrapped. For more information, contact Glenda Ridley at (home) 404/471-2507 or (office) 471-9000.

Jean-Michel Bayle has teamed up with mechanic Jean-Marie Hacking for the Masters of Motocross Series. The Belgian was with Bayle when he won both of his World Championships and was road racer Masahiro Shimizu's mechanic in the 250cc GPs. Bayle's American mechanic, **Cliff White** is taking a well-earned break before preparations begin for the '92 season.

Belgium's 125cc MX World Champion **Stefan Everts** is set to compete in six rounds of the 1992 Camel Supercross Series as a warm-up to his 250cc GP campaign. "I will not ride the opener in Orlando, Florida, but then I will race the next six races," said Everts.

Trampas Parker, the 125 and 250cc MX World Champion from Louisiana, has teamed up with 1986-'87 125cc National Champion **Micky Dymond** to contest the World Championship 250cc MX Series. Leisure clothing firm Chambers and energy drink company Gatorade will finance the leasing of factory Hondas for the duo.

According to Race Tech owner **Paul Thede**, it's possible that **Micky Dymond** may compete in AMA com-

House passes highway funding bill

After a long delay, the U.S. House of Representatives has approved its version of a federal highway and mass transit funding bill, reports the American Motorcyclist Association (AMA).

The Intermodal Surface Transportation Infrastructure Act (H.R.2950), which had been stalled since August largely due to political infighting over a proposed nickel per gallon gas tax, establishes a six-year, $151 billion spending program for highway projects and extends a 2.5 cents per gallon tax until 1999.

But two of the provisions that passed as part of the House bill are of special importance to motorcyclists. The first is an amendment that essentially allows the federal government to blackmail states into passing mandatory helmet laws for all motorcyclists. That amendment, attached to the bill at the request of Rep. Jim Cooper (D-Tennessee), would require states to pass helmet laws or lose control over a portion of their highway safety spending. In addition, the bill would create a special fund of highway money that would go only to states that pass mandatory helmet laws.

At one point, it appeared that the helmet law portion of the bill might be modified, making it more acceptable to motorcyclists. One day prior to the vote, Rep. Scott Klug (R-Wisconsin) lobbied members of the House Rules Committee in an effort to get an amendment introduced that would only require states to pass helmet laws for riders under age 21.

However, the committee voted 5 to 4 to reject that plan, thereby eliminating consideration of the Klug amendment when the highway bill came up for a vote on the House floor. The vote that blocked the amendment was cast by Rules Committee Chairman Joe Moakley (D-Massachusetts).

On the issue of safety funding, however, motorcyclists won a complete victory. Thanks largely to the efforts of Rep. Sherwood Boehlert (R-New York) and House Public Works and Transportation Committee Chairman Robert Roe (D-New Jersey), the bill includes language that would require states to make motorcycling issues part of their annual highway safety agenda. That represents a triumph for motorcyclists across the country, since it guarantees funds for motorcycle safety programs nationwide.

Absent in the House bill, meanwhile, is a plan that would have created a national funding program for off-highway trails. That plan, which called for the redistribution of gasoline taxes paid by off-highway vehicle users to a trail development and maintenance program, ran into obstacles that prevented its consideration within the context of the overall proposal.

However, Rep. Thomas Petri (R-Wisconsin), who sponsored the trails bill in the House and lobbied unsuccessfully to have the measure attached to the highway bill, hasn't given up on the idea. In fact, Petri has introduced a revised rendition of his bill, called the American Trails Improvement Act of 1991. Support for that measure by the House could ensure inclusion of the trails program in the final version of the highway funding package.

The final version will emerge from a joint conference committee, where the differences between the House and the Senate bills will be ironed out.

The Senate bill, passed in June, also contains a helmet blackmail plan but differs from the House bill in that it includes the national trails funding program. The Senate's bill also does not contain the motorcycle safety grant amendment.

President Bush has threatened to veto the entire highway funding package if it contains any plan to raise gas taxes. However, a congressional override of a Bush veto is possible.

petition in 1992. When told that Dymond will ride alongside Trampas Parker in the 250cc GPs, Thede said, "If he doesn't ride for me." Thede is negotiating to secure outside-of-the-industry sponsorship for a Race Tech motocross team, and Dymond is Thede's first choice.

The October 27 opening round of the California Racing Club's **Sponsorship Series** in San Bernardino, California, was **canceled** due to rain. Although the event was moved to another facility, CRC President Jack Barbacovi said that the race wouldn't count towards the series, which now begins November 3 at Los Angeles County Raceway in Palmdale, California. The series concludes December 1 with a round at Edwards Air Force Base.

The October 26 **King Speedway Super Challenge Supercross** was rained out. The event has been rescheduled for Sunday, November 3. Rider sign-in will open at 11 a.m. with racing scheduled to begin at 5 p.m.

Congratulations to Harley-Davidson rider **Jack Morris** on winning the Most Valuable Player award in the 1991 World Series. Morris, the winning pitcher in game seven of the series for the Minnesota Twins, rides his Harley to all home games at the Metrodome in Minneapolis.

The AMA Superbike National Road Race Championship will be decided November 10 in Miami Beach, Florida. Vance & Hines' Yamaha's **Thomas Stevens** leads Muzzy Kawasaki's **Scott Russell** by only four points heading into the final round. For Russell to take the title, he has to win the race with Stevens finishing no better than third. There are others, though, who will be trying to end the season with a win, namely Commonwealth Racing's Miguel DuHamel and Rich Arnaiz, Two Brothers Racing's Freddie Spencer and Stevens' teammate Jamie James.

MARRIED: Multi-time Supercross and National Champion Jeff Ward to Candace Deleo in San Juan Capistrano, California, October 19.

MARRIED: KTM factory team motocrosser Mike Fisher to Diane Rene Sievers in Lakeside, California, October 26.

MARRIED: Yamaha factory team motocrosser Doug Dubach to Shelly Welton in Santa Ana, California, October 26.

ENGAGED: Race Tech owner Paul Thede to Alana Dayton. The couple haven't set a wedding date.

ENGAGED: Enduro National Champion Jeff Russell to Carrie Coombs, daughter of promoter Dave Coombs. The couple plan to marry on April 18, 1992.

BORN: Randal Lyle Slaughter, son of Frank Slaughter, the captain of road racing's Team America, and Tina Parker in Fort Washington, Maryland, October 10.

BORN: William Albert Hilgenberg, son of Matt and Ginger Hilgenberg, on September 17, in Long Beach, California. Both Matt and Ginger are former *Cycle News* staff members; Matt owns and operates Vintage Motorcycles Speed & Sport in Long Beach and Ginger is American Road Racing's production manager.

War of the worlds

By Dennis Noyes

Somewhere between Heathrow Airport in London, England, and Christchurch, New Zealand, something or someone changed FIM President Jos P. Vaessen's mind and very probably also changed the future of professional road racing.

On Sunday, September 29, the same day that John Kocinski scored his first 500cc Grand Prix victory at tropical Shah Alam in Malaysia, Vaessen and FIM CCR (Road Race Commission) President Josep Zegwaard were engaged in last minute negotiations at the Spanish round of automobile racing's World Championship Formula One Series at Catalunya Circuit near Barcelona, Spain.

Vaessen must have felt that he was looking down the wrong end of a gun as he sat opposite motorsport's most formidable presence, Bernie Ecclestone. Since the FIM's decision not to renew the TV rights contract with ISC (an Ecclestone company) at the 1990 FIM Fall Congress in Budapest, Eccestone had apparently had the two big Dutchmen on the run. At every juncture it seemed that Ecclestone and IRTA (International Racing Team's Association) had outflanked the bumbling FIM.

In Barcelona, Vaessen found himself negotiating from a position of obvious weakness. Now Vaessen's chief ally, Richart T. Golding, Managing Director of Dorna Promotion del Deporte S.A., the huge Spanish marketing company that has purchased rights to the FIM Grand Prix Championship for five years (1993 through 1997) for $30 million, was participating in the negotiations and urging Vaessen to sign an agreement that would prevent the creation of an IRTA-Ecclestone breakaway World Championship, but which would reduce the proud FIM to a hollow and ceremonial role. (Golding, an Englishman who speaks fluent Spanish, is a former RJR Nabisco executive who joined the Dorna Group a year ago.)

The negotiations were slow and painful. Vaessen was being told in no uncertain terms that only his signature on the agreement could head off the "World Series" threat. Zegwaard, the man that IRTA most wanted to exile to Superbikes or anywhere far, far away from a significant role in Grand Prix racing, dug in his heels early in the day and openly urged Vaessen not to sign, while an impatient Ecclestone seemed often near the end of his tether, almost ready to stand up and say, "The deal's off! Get out of my bloody truck!" or so it seemed to Vaessen.

Meanwhile halfway around the world in Malaysia, IRTA's leaders, Chief Executive Paul Butler and General Secretary Mike Trimby, were putting the pressure on IRTA team bosses to sign a contract that locked them into racing only in the IRTA-approved alternate World Championship that would be organized, promoted and marketed by Two Wheel Promotions (Ecclestone's company) and Dorna Promocion del Deporte. The IRTA leaders were worried about the significance of the potential Ecclestone-Dorna merger and their ears burned to hear what Ecclestone and Golding were promising Vaessen . . . and they were outraged to learn that Zegwaard, the man they wanted removed from the equation, was participating in these scary Barcelona talks. (So adamant is IRTA in their desire to unseat Zegwaard that a well-founded paddock rumor tells of negotiations in Nurburgring between IRTA and Vaessen over whether to cancel the Yugoslavian Grand Prix. Butler is said to have said to Vaessen, "All right, we'll take our trucks in to Yugoslavia in spite of the civil war if you promise to get rid of Zegwaard.")

There were not enough eyes in the Shah Alam paddock to follow the feverish IRTA attempts to get all the teams on board before Sunday's meeting between Ecclestone, Golding and Vaessen in Barcelona.

IRTA was not beyond the propagating of a bit of misinformation. Team leaders were told that Ecclestone and Dorna had signed an agreement on Saturday. I personally did not see it but usually reliable sources claimed that Paul Butler actually bounded through the Malaysian haze and kissed Kenny Roberts, shouting, "We've won. Dorna had signed with Bernie." Did this really happen?

While it is true that Golding and Ecclestone had met on Saturday at Barcelona's Melia Hotel, their only agreement had been that they had agreed to attempt to agree, but everything depended upon Dorna's being able to bring Vaessen to the table and get him to sign a three-way agreement that would give to Dorna and Ecclestone control of the GP calendar, the right to contract promoters and circuits, and vast marketing rights in addition to the TV rights . . . and all of this for 10 years, with the Dorna-FIM TV contract extended so that it begins in January, 1992 and runs until January, 2002.

The phones hummed between Catalunya Circuit and Shah Alam. Vaessen was kept informed by FIM First Vice President Fracesco Zerbi of IRTA's attempts to get all the teams on board and of Zerbi's inability to prevent even top Italian teams from signing. (Zerbi was seen wagging his finger in the face of Aprilia's impassive Team Manager Carlo Pernat who, like an estimated 85% of IRTA's team leaders, had already signed on the dotted IRTA line.) The phones from the IRTA office kept Ecclestone apprised of the situation, while Dorna spoke to Sito Pons who was able to confirm that IRTA was on a roll and that even the top Spanish teams, including Sito's Campsa Honda team, had joined the "World Series."

The paddock's numerous double agents, totally thrown off by the possibility of a Dorna-Ecclestone-FIM deal, were no longer sure whom to report to, whom to believe and whether it was Saturday or Sunday in faraway Barcelona.

Although desperate men were racing the world's most awesome (this word actually means something, look it up) two- and four-wheel vehicles, the Big Story was taking place in Ecclestone's luxury motorhome at Catalunya Circuit and in the unhealthy air-conditioned office cubicles at Shah Alam.

While Zegwaard pouted and fumed, Vaessen eventually signed a letter of intent with 30 day's validity, although Vaessen assured Ecclestone and Golding that the agreement would be ratified by the General Assembly in New Zealand. And so it seemed that we would have peace in our time. Was this appeasement? Had Ecclestone won? Or had the FIM struck a deal that would pull the rug out from under IRTA? Did IRTA General Secretary Mike Trimby, down with tropical fever, actually dream that a huge Trojan horse looking not unlike Jos P. Vaessen had been pushed inside the IRTA fortress? What was inside this horse? Was Zegwaard in there?

The Japanese manufacturers breathed a sigh of relief. It finally seemed to the Japanese commercial directors that the craziness in Europe had run its course and that the big tobacco sponsors could finally commit their budgets to another year's racing expenses without asking the big three to break tradition and leave the FIM. It also seemed to the Japanese that the dreaded Zegwaard would no longer trouble their sleep with the Mother of All Technical Regulations Changes and that these things would be taken care of discreetly with the promise (from IRTA) that no more four-stroke midnight frights would take them by surprise.

It was a done deal. But it fell apart. Why?

Probably because the IRTA leaders couldn't stop high-fiving and kissing each other and telling everyone that Vaessen had bitten the bullet and been reduced to a meaningless ceremonial role.

Why did they do this? Probably because they were nervous, scared that maybe the FIM wasn't really dead yet. It was a bit like poking an apparently dead serpent with a stick. A bit like kicking the sleeping dog.

Of course there was more to it than that. Ecclestone had signed a contract with IRTA and IRTA had signed contracts with teams based on the Ecclestone contract. Some conditions had to be renegotiated. The FIM wanted the power of veto over future rules changes. Vaessen wanted to chair a three-man commission composed of Ecclestone and Golding.

As the FIM General Assembly grew near, it was clear to Vaessen that the FIM could not accept the limited powers that the FIM had been granted in the Barcelona agreement.

Vaessen flew to Heathrow on the evening of Tuesday, October 15, a day before departing for Down Under. There in a Heathrow hotel, Vaessen, Golding and Ecclestone negotiated late into the night. Vaessen sought guarantees that IRTA would have a greatly reduced role. He attempted to improve the FIM's position. Dorna and Ecclestone were now very much together and seemed to speak with one voice. Finally Ecclestone and Golding drew a line in the sand . . . this far and no farther.

Vaessen, who in real life is the head of the Dutch Driving License Bureau, is really the key to this whole puzzle. Is he a well-intentioned man who is trying to preserve the traditional power of the FIM while at the same time recognizing the legitimate needs of the racing teams and the commerical interests that pay the bills? Seen in this light, Vaessen would be a courageous man who has had to learn fast in order to take on an unfriendly takeover attempt by Ecclestone who merged with the FIM's only major partner, Dorna. Whatever his true motives and his true nature, Vaessen's weakness is in his ties to the amateurish and plodding FIM bureaucracy and his strength is his support from the vast majority of the half a hundred national federations that form his constituency.

He has made some big mistakes. He has exasperated the Japanese manufacturers by apparently misreading the true intentions and desires of the factory leaders and by allowing Josef Zegwaard to propose technical regulations, such as the aborted change to four-stroke 500s that caused confusion and made major sponsors wonder if this is really a reliable sport to invest in.

However, he believes that tobacco

Continued on page 3

VOICES Letters to the editor

Carefree

Sun Off-Road wants to advise friends and associates of the untimely death of its president, Lester Ruffner Jones, Jr. On the evening of October 11, Les was driving a little too fast, I guess. But that was Lester's style.

He leaves Sylvia, his wife of almost 20 years, a lot of adventures, and a passel of friends throughout Arizona and California. The memorial service, held at the Greasewood Flats Chapel with a wake at the adjacent bar, was attended by scores of off-road enthusiasts, including such Arizona motorcycle icons as Jimmy Halford, the "dad 'n lad" duo of Leo and Marty St. Martin, and Ascot's Brian LaPlante.

After the traditional toast of Rumpleminze, a Lester favorite for those chilly Parker 400 mornings, and the "he-would-have-wanted-it" firing of a multi-small arms salute, the only thing missing was a flyby of 390 Huskys.

Jones turned 41 just days prior to the destruction of his GMC pickup in rural Carefree, Arizona, and Les was just that — carefree.

Tony Tellier
Scottsdale, AZ

Double my pleasure

I have a comment on the shortened 1992 Supercross and National MX schedules. Why not go to a two-race format like they do at Pontiac every year? This would double the number of points races, yet not affect the amount of travel required by the participants. As a fan, it would also double the number of races I could attend and or see on television.

Pat Harrington
Seattle, WA

There are many reasons why doubleheaders can't be held at most supercross venues. According to Jerry West of WorldSports, most stadiums are not available for the amount of time required to stage doubleheader events and stadiums with natural grass surfaces limit the time that the grass can be covered. "Pontiac is supported by a strong dealer group and grass roots support there is extremely strong," West said. "They rely on a strong repeat turnout from motorcycle enthusiasts, whereas at most events we have to draw a large number of non-motorcyclists — individuals who are not motorcyclists but sports fans who like excitement. That's hard to do on back-to-back days. Plus the factory team managers don't like the added expense of their personnel staying in a, let's say, high-price city another day." . . . Editor.

Aprilia turnaround?

At the recent Texas round of the AMA National Championship Road Race Series, many of you asked why Al Salaverria and I were not competing. We had spent two weeks trying to obtain spares from the Aprilia factory in Italy and were waiting for them to reach Al. The parts arrived after the Texas round, so we didn't race.

In the past, other teams in the U.S. have had similar problems with the Aprilia factory or from previous parts suppliers.

At Texas, the first person to ask me what the problem was, was Rick Tripody. He had just become the North American distributor of Aprilia parts and race bikes a day earlier. He was very concerned and not happy that we had the problems we did. His first question was what could he do to try to help us and get the items we needed. He offered to call the factory in Italy from the race track, but I conveyed to him that parts were on the way.

Rick and I had a conversation about his plans for the Aprilias. He realizes that in the past many teams and individuals had encountered the same problems (we have) with the factory. He is deterined not to allow the problems of the past to resurface. I found him to be honest and I believe him to be sincere in this effort. He really wishes to service his racing customers in the most timely and efficient manner possible.

If you had any reservations about purchasing an Aprilia race bike in 1992, please reconsider your reservations and realize that Rick is there to help. Things are different from the past.

I am no longer affiliated with Salaverria Racing, but if I had the opportunity and the finances to run my own team in 1992, I would definitely procure Aprilia race bikes. I feel that the motorcycles are just that much more developed and the parts supply and distributor are working to my advantage. If you want to step up and own/race as close to a factory racing motorcycle as possible, then contact Rick Tripody/RST Promotions either at the Miami round or in Canada.

David Ray
Merced, CA

And the winner is . . .

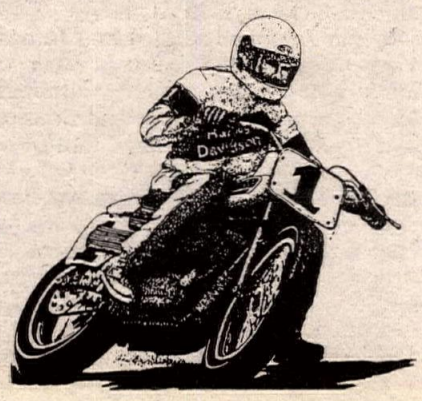
Cycle News does an excellent job of covering races, especially the AMA Circle Bell Pro Twins Series races. But I was surprised at the headline (Meister makes history with Texas Twins win) on the October 16 issue's coverage of the Texas World Speedway Pro Twins race. What is the big deal of a GP-2 rider winning? Why should Pablo Real, an independent rider, risk his equipment when he is leading his race, the GP-1 class, and is also leading the GP-1 point standings? When you don't have a factory or other heavy sponsor, you save your equipment for the next race (Miami).

Keep up the good reporting, but remember that there are two races in the Circle Bell Pro Twins race — GP-1 and GP-2. They do not race each other; they race in their class.

Gregory McCarthy
Yorktown, VA

Go back and read the report again. Overall winner and, of course, GP-2 winner, Bob Meister said, "I won my class at Topeka and was second overall. That's what motivated me to win overall." Sounds to us like Meister likes to beat everyone, not just the riders in his class . . . Editor.

Letters to the editor should be sent to: Voices, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing.



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Jean-Michel Bayle sailed to an unprecedented three National titles in 1991. A summary of the season begins on page 6. Photo by Ken Faught.

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America's weekly motorcycle newspaper

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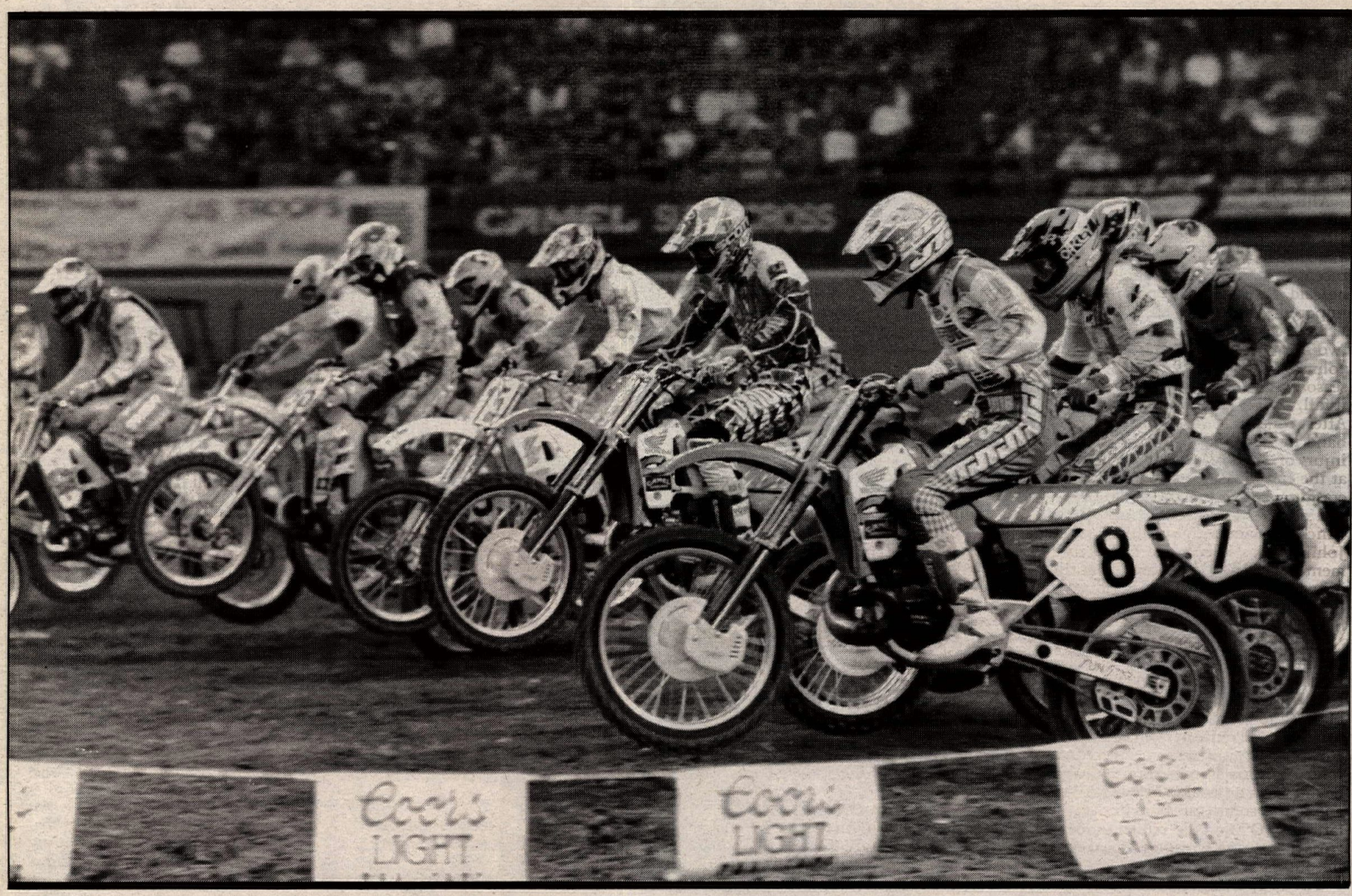


The year of the Frenchman

By Kit Palmer and Nate Rauba

Jean-Michel Bayle accomplished more than he ever dreamed of this year and in doing so he made the 1991 season a nightmare for his American rivals.

When Bayle left his native city of Manosque, in the south of France, to take up residence in southern California's Redondo Beach two years ago, he dreamed of winning the Camel Supercross Series title. That dream was fulfilled on a damp June night in Oklahoma City, when he finished second on his Cliff White-tuned Honda CR250 with two rounds of the 18-race Camel Supercross Series still to be run.

Once Bayle had achieved his ultimate goal of earning the Camel Supercross title, he said the 250 and 500cc National Championships were of little personal importance. But he knew they were important to his employer, American Honda, and team manager Dave Arnold. The 22-year-old Frenchman wrapped up the 250cc National crown despite not scoring an overall win in the seven round series. But he more than made up for that during the six-round 500cc MX Series where he scored three overall wins to earn an unprecedented three championships in one season.

"It feels good to win all three championships, but my goal was the Supercross Championship," said a less-than-enthusiastic Bayle after the season ended. "It's just more championships."

Kawasaki's Mike Kiedrowski, with the help of tuner Shane Nalley, was the only American motocrosser to win a National Championship in 1991, as the Californian snatched the 125cc crown from Guy Cooper, who had taken the title from Kiedrowski the previous year. Cooper surpassed Kiedrowski in overall wins during the eight-month long, 13-round series, but it was Kiedrowski's relentless consistency that gave him the title, much to the liking of Kiedrowski's race team manager Roy Turner. Cooper scored five overall wins to Kiedrowski's three.

Camel Supercross Series

Bayle's strategy to come away with the championship was simple — win when the circumstances were right or finish in the top three at every round of the 18-race series. Sticking to his game plan, Bayle missed a spot on the podium at only four events. He won a record eight times during the season, finished second four times, and was third twice. His worst finish was 12th place, *after* he had clinched the championship.

When the season began on January 12 in Orlando, Florida, defending two-time Camel Supercross Champion Jeff Stanton, Bayle's teammate, came out swinging, dominating the opening round. Bayle struck back by winning the following week in the Houston Astrodome, and the title race was on. The two riders swapped victories throughout the first five rounds, with Bayle gaining a slight edge on Stanton prior to the first break in the series, winning two straight in the Seattle Kingdome and San Diego's Jack Murphy Stadium.

"The Hondas are working great; we're a step ahead of everybody else right now," Stanton said. "Plus, Bayle wants to win his first title and I want to win another."

Yamaha's Damon Bradshaw, who perhaps trained and tested a little too much during the off-season and entered the Camel Supercross Series more weary than rested, finally lived up to everyone's expectations by winning in Atlanta following a one-week break in the series, but then Stanton came back and won his third straight Daytona Supercross. It would be his last win for several weeks.

Bayle won another two in a row in Tempe, Arizona, and St. Petersburg, Florida, before heading into the second half of the series with the Pontiac Silverdome doubleheader. What was shaping up to be a close race to the end between Bayle and Stanton was blown out the Silverdome's doors on day one when Stanton crashed in a heat race and separated his shoulder. Bayle cruised to another victory and after finishing second to Bradshaw on day two, left Michigan with a huge lead in the point standings.

Not only was the Pontiac doubleheader the turning point of the season, it was also the low point of the season as tempers flared, both on and off the track.

On the first night, Bradshaw had some heated words in the pits with Jeff Matiasevich after a close heat-race battle ended when Bradshaw went off the track. Matiasevich's mechanic and Kawasaki teammate Jeff Ward got into the shouting match as well, but only words were thrown.

The following day there were punches. The first fight occurred in a stadium tunnel between Larry Ward and Ron Tichenor. They fought over another heat-race incident. Then, Mike LaRocco shoved Jeff Emig in front of everyone after they crashed together in the middle of the track.

After Pontiac, all Bayle had to do was avoid trouble in the seven remaining rounds and let the others chase him, which is exactly what he did. But first he won the Charlotte Supercross in a torrential downpour. The win in North Carolina would be his last until the series finale at the Los Angeles Memorial Coliseum.

In between Charlotte and L.A., Bradshaw and Stanton picked up a win apiece, with Bradshaw edging Stanton for second in the final standings by one point. LaRocco and Doug Dubach

won their first-ever supercross main events in Las Vegas and San Jose, and veteran Jeff Ward, who struggled for much of the series after injuring both wrists at the second round, kept an eight year supercross win streak alive with a victory in Oklahoma. But Bayle stole the spotlight that day after clinching the Camel Supercross Championship.

Although Bayle received $100,000 in point fund money from Camel (plus a bonus from Honda that reportedly matched Camel's award as well as an incentive from clothing sponsor JT), he said, "The number plate is more important than the check."

Bayle's eight victories surpassed two-time Supercross Champion Rick Johnson's mark of seven wins in a season, and Johnson was there to see it fall, although he wasn't competing. After complications with a broken hand in 1990 and the infamous wrist injury of '89, Johnson planned to retire at the end of the '91 season. But after crashing during practice at San Diego and another crash several days later, which he blamed on his injured wrist, Johnson was forced into early retirement when he determined that his injured wrist hampered his riding to the point that he would only endanger himself and others.

Another rider who had to retire prematurely was Johnny O'Mara. Unable to land factory support for 1991, the 1984 Supercross Champion planned to compete at round three in Anaheim and retire in front of the local crowd. But a preseason injury prevented O'Mara from racing, although he did make a slow lap before the fans and fellow competitors bid him a fond farewell. (O'Mara did return to motocross in October, winning a local event in southern California.)

The supporting 125cc Eastern and Western Regional Supercross Series were dominated by Brian Swink and Jeremy McGrath, respectively, both members of the newly formed Peak Antifreeze/Pro Circuit Honda team and riding distinctive, blue/black/white-colored Honda CR125s. Swink easily captured the Eastern Championship with five wins, while McGrath also scored five victories in the Western Region, although a broken lower leg suffered in a 125cc National crash caused some anxiety near the end. McGrath missed one round, then wrapped up the title in the penultimate race by riding with a special brace on his still-healing leg.

As in previous years, the 125cc class produced some of the most exciting Supercross racing of the year, quite often more exciting than the 250cc features.

125cc National MX Series

For the first three of the 13-round 125cc Nationals it appeared as though the title race would be wide open. Guy Cooper got the holeshot on the defense of his number one plate when he won the series opener in Florida and his primary rival, 1989 125cc National Champion Mike Kiedrowski, encountered ignition problems during the second moto. Cooper maintained his advantage through round two, despite finishing one position behind Kiedrowski in the Hangtown mudbath.

Two surprises came out of that sloppy race. One was privateer Doug Henry, who maneuvered his Downers Grove Yamaha-backed YZ125 into the lead on the final lap to score the win. Swink was the other surprise as he led until crashing, then came back to finish fourth. At the next round in Pennsylvania, Swink took over the points lead when he scored the overall victory. Cooper crashed hard in the first moto, and at the day's end dropped back to third in the standings behind Kiedrowski.

Round four in Michigan proved to be a turning point in the series. At Red Bud Track N Trail, Kiedrowski scored the first of two straight overall victories to move into the points lead. Cooper was right behind him at both races but began slipping behind in the standings, while Swink fell off the championship pace as he struggled to overcome a bout with the flu.

Although Cooper won the sixth round at Kenworthy's Motocross Park in Ohio, he scored equal points with Kiedrowski and was unable to gain any ground. Cooper's hopes of retaining the number one plate nearly vanished two days before the next round in Southwick, Massachusetts. The 29-year-old Oklahoman was practicing with multi-time Supercross and National MX Champion Bob Hannah when he fell and was struck by Hannah. On race day, Cooper bravely rode with a broken rib and extremely sore lower back, but Kiedrowski won both motos and pulled away in the point standings.

Kiedrowski won another four motos in the six remaining 125cc Nationals and was in a position to clinch the title before the final round at Unadilla. But a DNF in a moto at the Steel City National postponed the celebration until the final moto was completed at Unadilla.

Having fully recovered from his Southwick crash, Cooper came on strong late in the series and scored three straight overall victories but only one moto win. He lost the championship by 16 points.

After Swink won his first National at Mt. Morris, Pennsylvania, he never seemed to fully recover the form he lost during his bout with the flu and won only one more moto throughout the second half of the season. After a slow start, Jeff Emig came on strong in the middle of the season but was plagued by inconsistent finishes as the series wound down. Swink and Emig swapped third place in the standings several times down the final stretch, and in the end Emig had the edge by 15 points.

250cc National MX Series

Although Bayle and Stanton traded moto wins at the series opener at Florida's Gatorback Cycle Park, the following round in the pouring rain at Hangtown in northern California effectively decided the 250cc National Championship.

Despite the pleas of many riders to have the Hangtown event cancelled, the National was run but the program shortened to one moto. And in that one 250cc moto, Bayle kept his machine running to the end while nearly all of his championship rivals — Stanton, Ward, Bradshaw and Matiasevich — drowned their bikes out on the wet course.

Bayle didn't win the moto, but his second-place finish behind privateer John Dowd gave him a 22-point advantage on Stanton and his other title rivals. From that point on, Bayle rode rather conservatively and only won two more motos on his way to wrapping up the championship.

Dowd, who also finished well in the series opener, wouldn't compete in another National. Near the end of a two-month break in the National schedule, Dowd broke his collarbone during practice at the Meadowlands Supercross and was forced to miss the Mt. Morris National. Dowd was ready for the fourth round in Michigan, but he crashed in practice there as well, broke his leg and was sidelined for the rest of the season.

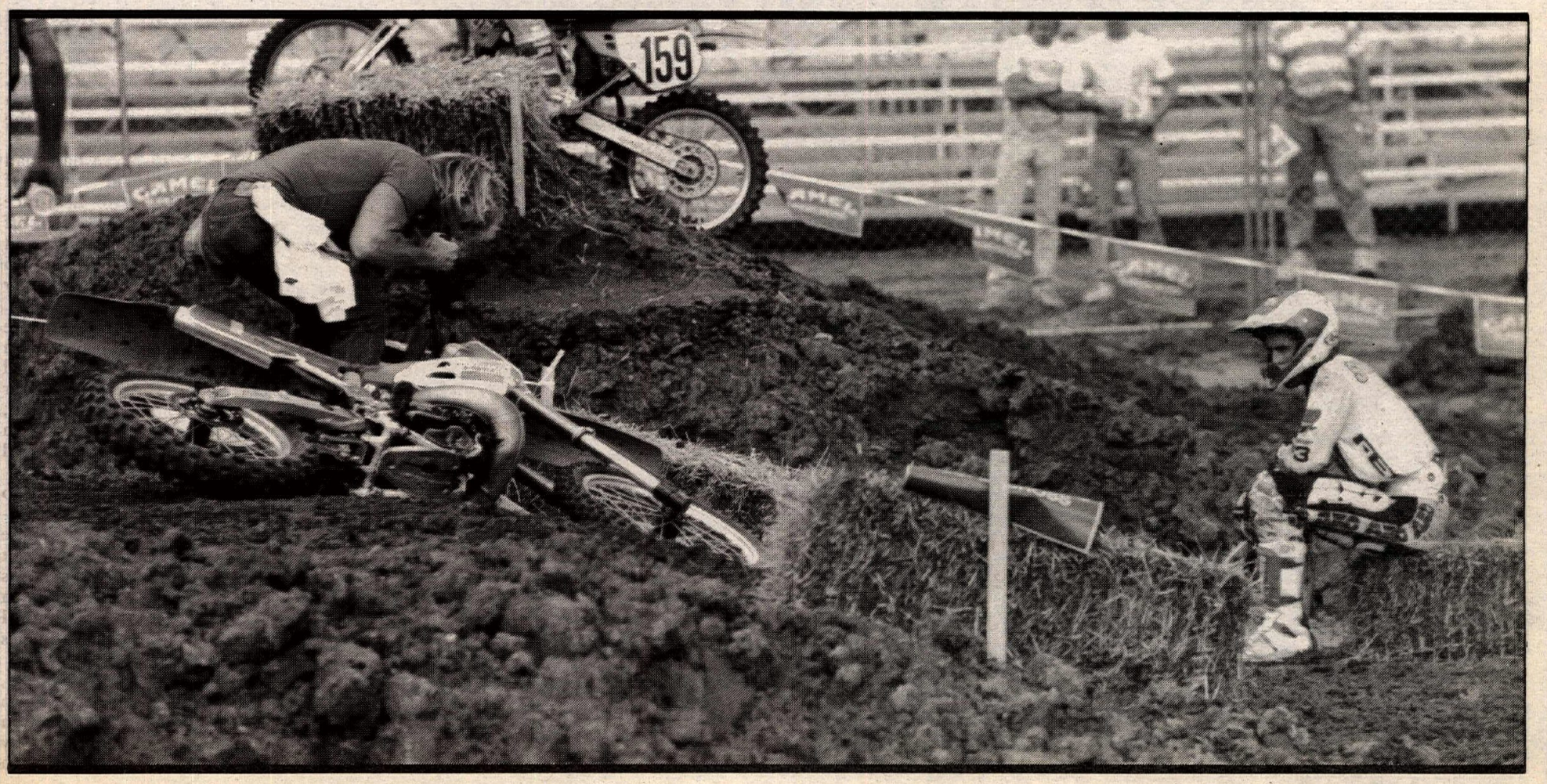
Stanton was clearly the fastest in the series as he won six of the 14 motos and scored four overall victories in the seven-round series. But he failed to start a race when he crashed and injured his elbow in Ohio at a critical time. At the Troy National, Bayle was involved in a first-turn pileup in the opening moto and remounted nearly last. Stanton was near the front of the field, with a chance to potentially make up a lot of points, but crashed on the opening lap. Stanton finished the moto, but his injured elbow prevented him from starting race two, which Bayle won.

Although Stanton bounced back to win both motos at the final round, even that was not enough to catch Bayle, who won the championship by 26 points over Stanton, after logging 4-2 moto finishes. Bradshaw, who won two motos and scored one overall victory in the series, finished a distant third in the final standings. Matiasevich, who notched his first-ever 250cc National win in Ohio, finished fourth in the standings.

500cc National MX Series

While Bayle's challengers were

Crashes and injuries frustrated Jeff Stanton throughout the year. He handed over two number one plates to his Honda teammate, Jean-Michel Bayle.



REVIEW 1991 AMA professional MX season

knocked out of the Camel Supercross and 250cc National Series, he received a sustained challenge throughout the six-round National 500cc Series. And the challenger wasn't Stanton, it was the defending champ, Jeff Ward.

Ward was never a factor in the Camel Supercross Series after he injured his wrists early in the year, then a crash at the 250cc National opener and a DNF in the Hangtown mud put him out of contention once again. But Ward bounced back on the big-bore Kawasaki and traded overall wins with Bayle throughout the 500cc Nationals. Together they won all but one of 12 motos.

Bayle won the most as he racked up seven race wins, including a sweep of the series opener in Minnesota, while Ward won four motos. Bradshaw was the only other rider to win a moto, but a fall early in race two at Binghamton dashed Bradshaw's chances to score his first-ever 500cc National victory.

One rider who also had a shot at beating Bayle was Ward's teammate, Jeff Matiasevich, but he actually never got the chance. While competing in a heat race the morning before the first 500cc National at Millville, Matiasevich lost control of his bike in a section of sandy whoops, crashed and broke his leg.

Although Ward was a constant threat to Bayle, he could never make up the points deficit and finished nine points behind the Frenchman in the final standings. Ward praised his rival after passing on the number one plate.

Mike Kiedrowski (4) and Guy Cooper spent much of the 125cc Nationals this close.

Gene Naumec was a top privateer in the 250 and 500cc Nationals.

"Bayle's a great rider and my hat goes off to him, he deserves it," said Ward after the final moto of the season.

Stanton struggled throughout the series, and his enthusiasm seemed to be drained after his heroic ride in the Motocross des Nations. He finished a distant third in the final standings, and Bradshaw claimed fourth.

It was a common occurrence in the 500cc Nationals to see the top four factory-supported riders run away at the front, leaving the privateers to provide the action with their battles for the remaining positions. For the first half of the season there wasn't much of a battle for fifth, as 1985 125cc National Champion Ron Lechien returned to action after recovering from a broken leg suffered in 1989. With backing from Tuf Racing, Lechien put together a string of three straight fifth-place finishes that was only broken when he threw a chain at Steel City in Pennsylvania. Although Lechien finished no higher than seventh in the four motos run after Steel City, he still ended up fifth in the final standings. Gene Naumec, Ray Sommo, Keith Bowen, Shaun Kalos and Fred Andrews completed the top 10, and they, along with Todd DeHoop, Kip Sandell, Rich Taylor, Dag Boyesen and Brian Carroll, often provided the closest racing on the track.

Stanton sums it up

Before the starting gate dropped at the Orlando Supercross, signaling a new season of supercross and National MX racing, the thought that one rider could win three championships never seriously crossed anyone's mind. No rider had done it before, and with the number of quality racers on tap, who would have thought that one rider would dominate the way Bayle had? Certainly not Stanton, the dominant rider the previous two years who just missed being the first to accomplish the feat both times.

But Stanton's domination ended this year. Instead, he'll be carrying the number two and three plates next season.

"It was pretty much a frustrating year," said Stanton. "I won just about as many races this year as before, but no championships. I started off well in Supercross, then I got hurt. I came back from that and did real well in the 250cc Nationals, then I got hurt, and the 500cc season was just a flop for me. I just didn't do good, something always happened — a crash, getting hurt, being sick. It was just one of those years.

"You can have those good years, but it takes a bad year to make you appreciate the good ones," added Stanton. "I'm just going to have to work a little harder and correct what I did wrong."

Can Bayle repeat in '92?

By the end of the season, Bayle had demoralized his American rivals, much like Rick Johnson did in 1988 when he won 14 supercross and National events. There's no doubt Bayle, who is one of the most naturally talented riders in the world, will be tough to beat again next year.

But Bayle has said that winning the Camel Supercross Championship was the most important thing to him, and now that he's done that, he's set a new

goal - to be as successful in road racing as he is in motocross. In 1993, Bayle plans to wave good-bye to motocross in order to begin road racing.

But for now, Bayle has titles to defend. Just how tough the Frenchman is next year will depend on two things: his desire to do it all over again and the determination of the Americans to dethrone him.

It was a year that also saw...

Team Honda present Rick Johnson with his 1986 works Supercross Championship-winning Honda CR250.

Jeff Ward celebrate his 30th birthday and get married.

Mike Fisher and Doug Dubach also tie the knot (on the same day).

Damon Bradshaw win a 500cc National moto on an air-cooled, WR500 Yamaha.

Jeff Matiasevich get fined by the AMA for "unnecessary contact and endangering other riders." (An AMA appeals committee later overturned the ruling, and Matiasevich donated the returned fine to benefit the expectant widow of Shoei Helmets representative Paul Donnelly).

Mike Fisher give KTM six top-five finishes in the Camel Supercross Series.

Guy Cooper twice just miss out on scoring his first-ever supercross win.

Bevo Forti, the Scott USA goggles rep, go on a diet and lose more than 100 pounds.

The Kawasaki race team trade its box vans in on an 18-wheel big rig.

Two Wards (Jeff Ward and Larry Ward) win at the same National at Washougal, Washington.

Jeff Emig nip Brian Swink in the $10,000 125cc East/West Coast Shootout at the L.A. Coliseum.

A Californian fail to win a Camel Supercross main event until the 13th round in June.

Jean-Michel Bayle and his Cliff White-tuned Honda CR250 finish every moto in all three Supercross, 250 and 500cc National Series.

583,405 spectators attend the Camel Supercross Series, for an average of 32,411 spectators at each supercross event.

Guy Cooper break Micky Dymond's record for having the most outdoor National wins (15) without a supercross win. CN

Privateer John Dowd surprised everyone when he beat Bayle in the Hangtown mudbath.

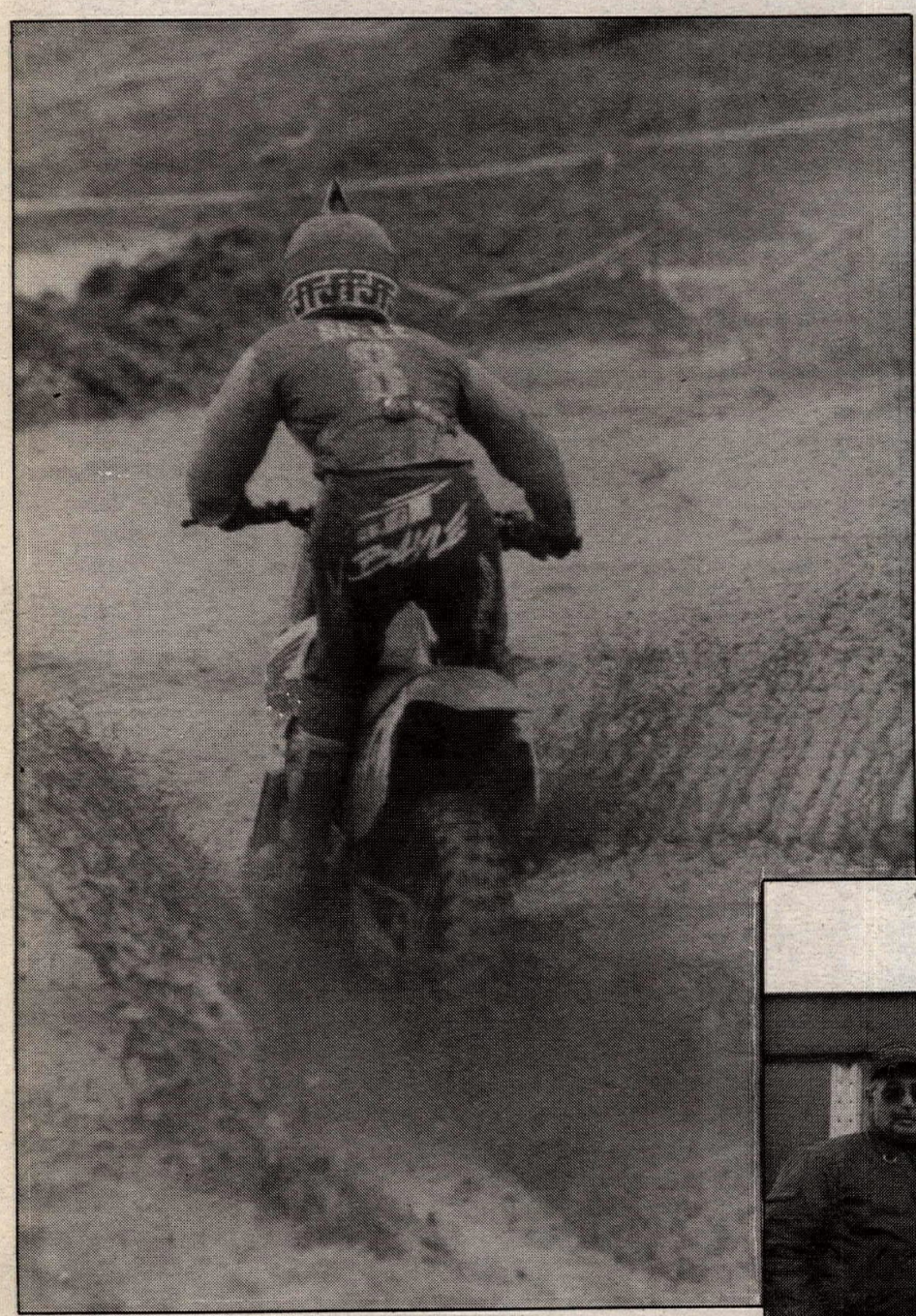
1991 Points Total

'92 #	Name	SX	250cc	125cc	500cc	Total
1.	Jean-Michel Bayle	385	277		273	935
2.	Jeff Stanton	312	251		236	799
3.	Mike Kiedrowski	292		499		791
4.	Damon Bradshaw	313	210		213	736
5.	Guy Cooper	232		483		715
6.	Jeff Ward	284	153		264	701
7.	Mike LaRocco	211	176	185		572
8.	Jeff Emig	57		381		438
9.	Jeff Matiasevich	232	193			425
10.	Larry Ward	160	105	145		410
11.	Denny Stephenson	144		246		390
12.	Doug Dubach	135	160		88	383
14.	Mike Fisher	214	82		76	372
15.	Brian Swink			366		366
16.	Steve Lamson	45		317		362
17.	Jeremy McGrath			349		349
18.	Keith Bowen	81	110		102	293
19.	Doug Henry			286		286
20.	Erik Kehoe	24		242		266
21.	Ray Sommo	54	83		107	244
22.	Buddy Antunez			242		242
23.	Ron Tichenor	157		62		219
24.	Fred Andrews	46	75		95	216
25.	Todd DeHoop	61	40	24	90	215
26.	Tallon Vohland			205		205
27.	Tyson Vohland	12		178		190
28.	Gene Naumec	27	32		119	178
29.	Keith Johnson	47	56		63	166
30.	Larry Brooks	31	129			160
31.	Ron Lechien				157	157
32.	Cliff Palmer	8	76	64		148
33.	Kurt McMillen	10	68		60	138
34.	Barry Carsten			134		134
35.	Shaun Kalos	34			99	133
36.	Jeromy Buehl			112		112
37.	Jimmy Gaddis	3		101		104
38.	Mike Jones	47	31		15	93
39.	Jimmy Button			85		85
40.	Butch Smith			85		85
41.	Rich Taylor	7	13		64	84
42.	John Dowd	22	56			78
43.	David Beckington			75		75
44.	Kip Sandell				71	71
45.	Dag Boyesen	4	17		50	71
46.	Lance Smail			18	52	70
47.	Dennis Hawthorne	20	39	9		68
48.	Brian McElroy	9	59			68
49.	Ty Davis	38		29		67
50.	Rodney Smith	4	60			64
51.	Tom Carson		7		53	60
52.	Brian Carroll	8	14		36	58
53.	Chad Pederson			51		51
54.	Mike Brown			47		47
55.	Rick Johnson	47				47
56.	Eric McLear			46		46
57.	Carl Vaillancourt	8	7		31	46
58.	Dean Matson	39		6		45
59.	Michael Craig	14		24		38
60.	Scott Sheak			36		36
61.	Dan Jannette		29	5		34
62.	Bruce Stratton		8		25	33
63.	Greg Zitterkopf		12		20	32
64.	Mikel Larson				31	31
65.	Phil Lawrence		29			29
66.	Patrick Barton			29		29
67.	Jeff Pestana		9		19	28
68.	Ryan Hughes	12		15		27
69.	Kyle Lewis	7	19			26
70.	Mike Treadwell	3	21	2		26
71.	Junior Jackson			26		26
72.	James Eickel			26		26
73.	Earl May		17		9	26
74.	Chris Neal			25		25
75.	Jason Buttle		16		8	24
76.	Jeff Glass		13		11	24
77.	Tim Ferry			22		22
78.	Mike Roth		9		12	21
79.	Kerry Mulligan	9	11			20
80.	Ross Pederson		20			20
81.	Bill Wallin				20	20
82.	James Kapitan		8		12	20
83.	Ty Wallace			19		19
84.	Tony Graves			19		19
85.	Chris Young	17	1			18
86.	Matthew Crown		8	7	1	16
87.	Steve Herman			16		16
88.	Kelly Andris		15			15
89.	William Dzielak			13		13
90.	Craig Noack		2		11	13
91.	Jim Chester			13		13
92.	Mike Chamberlain	13				13
93.	Jason Langford			12		12
94.	Bryan Emig			11		11
95.	Pat Bennett			10		10
96.	Chris Coleman	2	8			10
97.	Chaun McAlister			9		9
98.	Mark Neiderhiser				8	8
99.	Mike Hamness			8		8

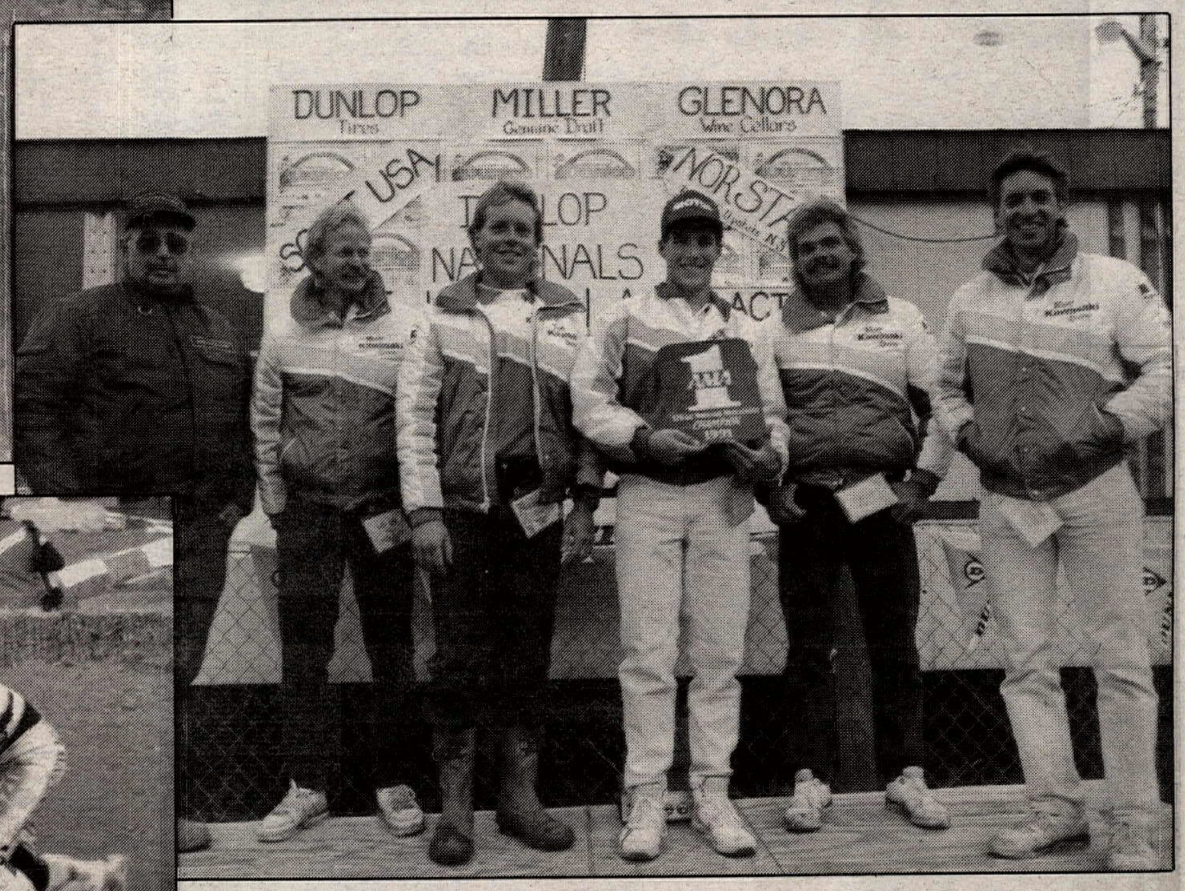
Moving pictures

Every year about this time our files overflow with photographs collected throughout the course of the season. Most of these pictures feature racers banging handlebars in the heat of battle, but there're plenty of photo opportunities to be had behind the scenes as well.

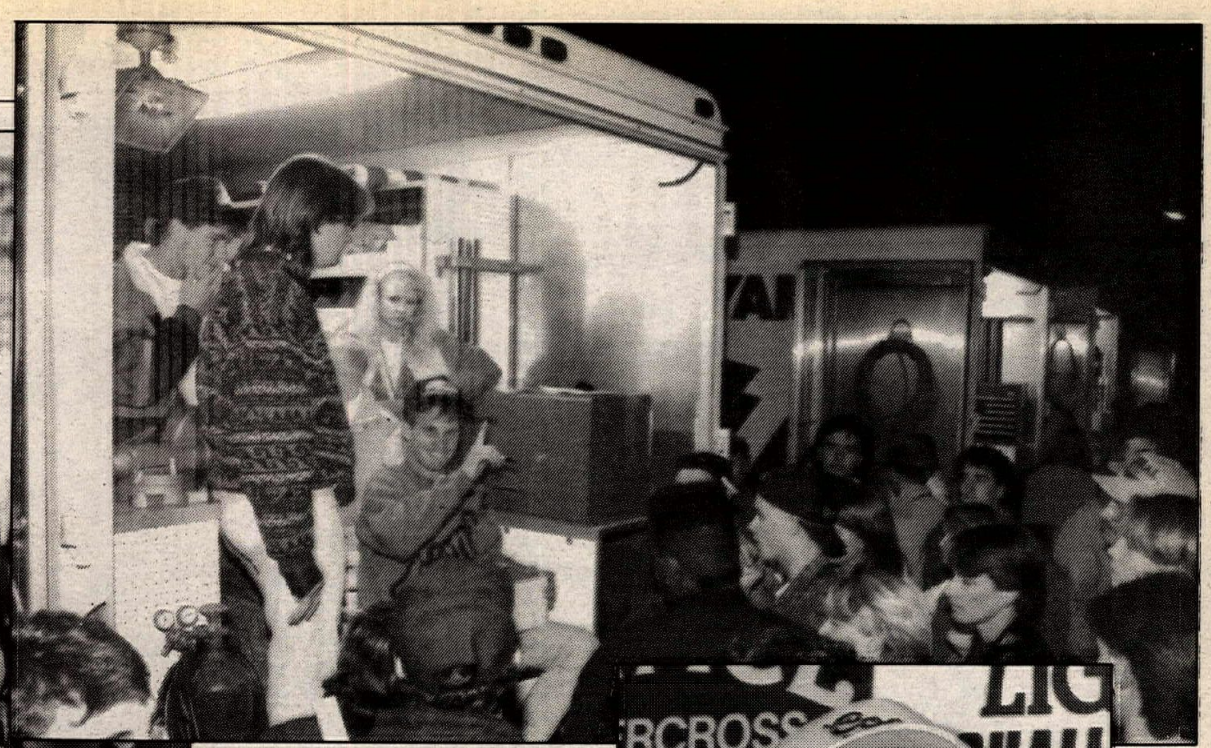
Unfortunately, these photos don't often make the pages of *Cycle News*, so we thought it would be fitting to conclude the 1991 Supercross and MX season with some of our favorite behind-the-scene and race photos that highlighted the '91 season.



(Above) Jean-Michel Bayle displays the $100,000 check he received for winning the Camel Supercross Championship crown, but he said the most important thing was the number one plate, held by his girlfriend Edwige Malysza. (Left) Bayle kept his Cliff White-prepared Honda running at Hangtown and effectively locked up the 250cc National title.

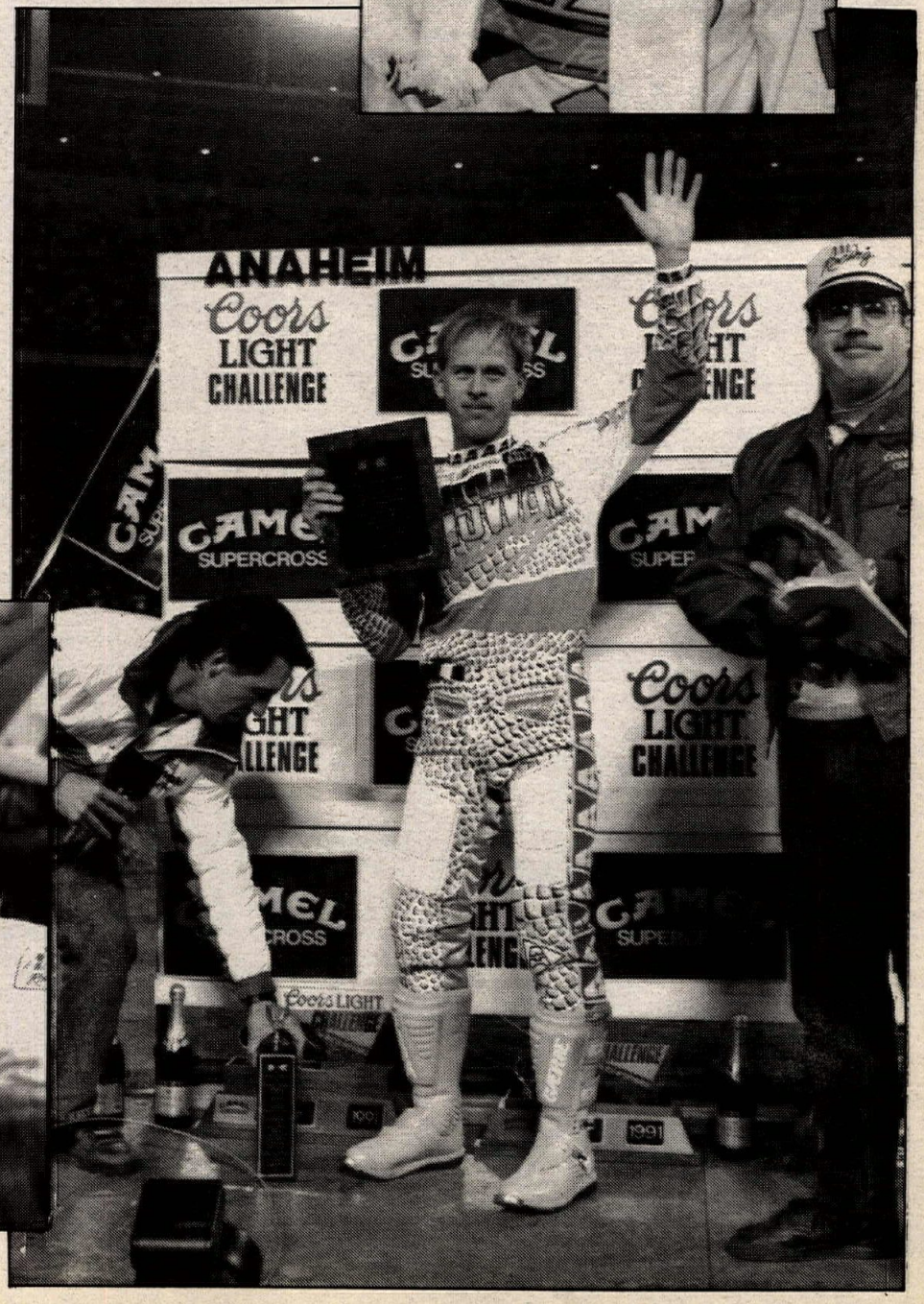


(Above) Mike Kiedrowski and the Kawasaki team that helped him earn the 125cc National title: (from right) team manager Roy Turner, race technician Jim Felt, mechanic Shane Nalley and suspension technician Rick Asch. At the far left is Unadilla track owner Ward Robinson. (Left) The low point of the Supercross season came when several fights broke out at Pontiac's Silverdome. Here, Mike LaRocco (6) strikes Jeff Emig.



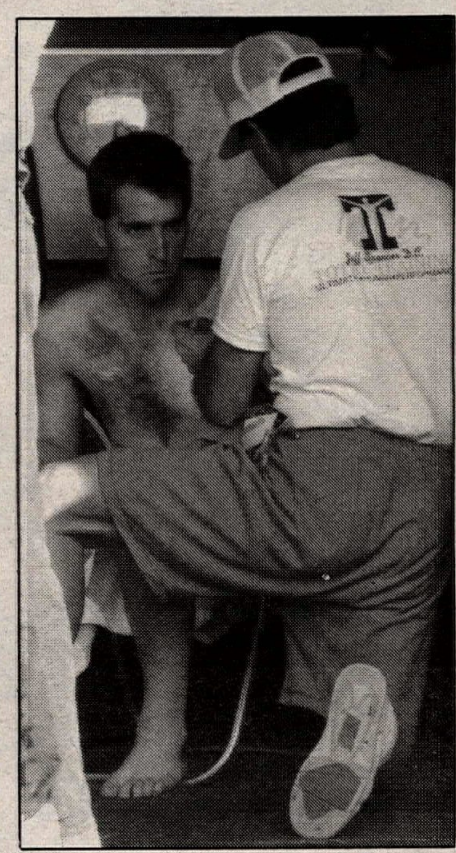
(Above) Damon Bradshaw was still number one to many fans although he didn't win a title. (Left) Jeff Matiasevich injured his foot at the Pontiac Supercross, then later in the year broke his leg at the opening round of the outdoor 500cc National Series. (Right) Doug Dubach was an obviously happy man when he won his first Supercross in San Jose, California.

(Left) Privateer Doug Henry won Hangtown's muddy 125cc National with a last-lap pass. (Right) Johnny O'Mara waved goodbye to his motocross career at the Anaheim Supercross. Nine months later, he came out of retirement and won a local race. (Below) Bayle and Guy Cooper (right) check out the *other* side of the camera at Pontiac.

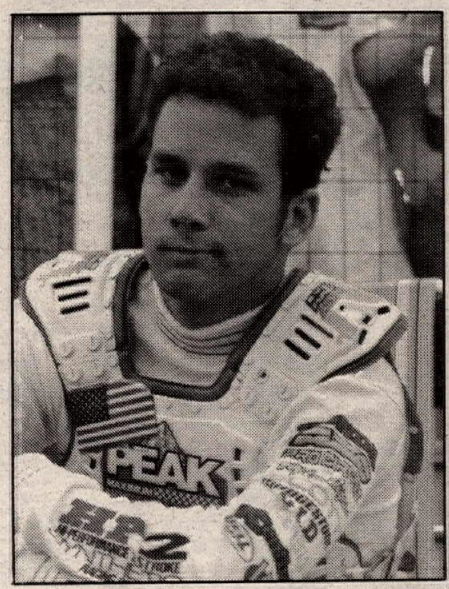


REVIEW 1991 AMA professional MX season

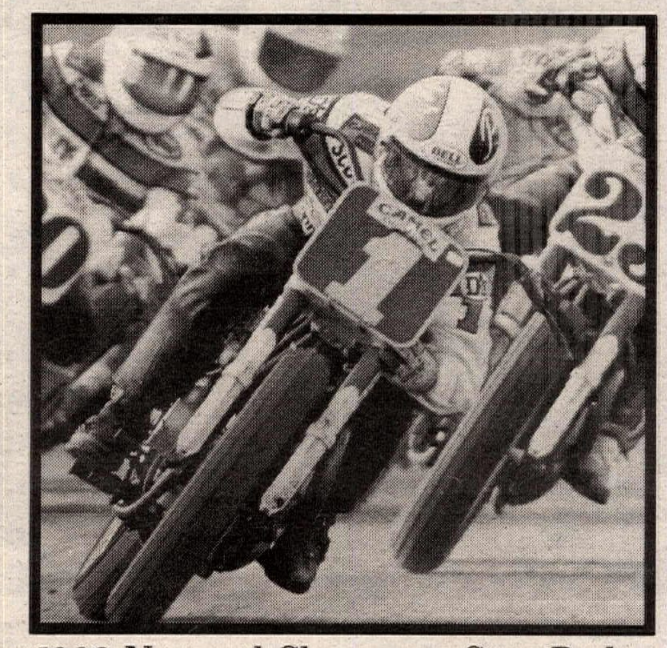
(Above) French fans show their support for Bayle. (Left) The legendary Rick Johnson gets a hug from friend/longtime rival Broc Glover at the San Diego Supercross. Johnson planned to retire at the end of the '91 season, but was forced to step aside early when he determined that his injured wrist had become too much of a hindrance. (Below) Stanton found relief from the sun's heat, but not from Bayle's heat on the track.



(Above) Stanton gets patched up by trainer Jeff Spencer, while Dubach (below) zips up before a 250cc National.



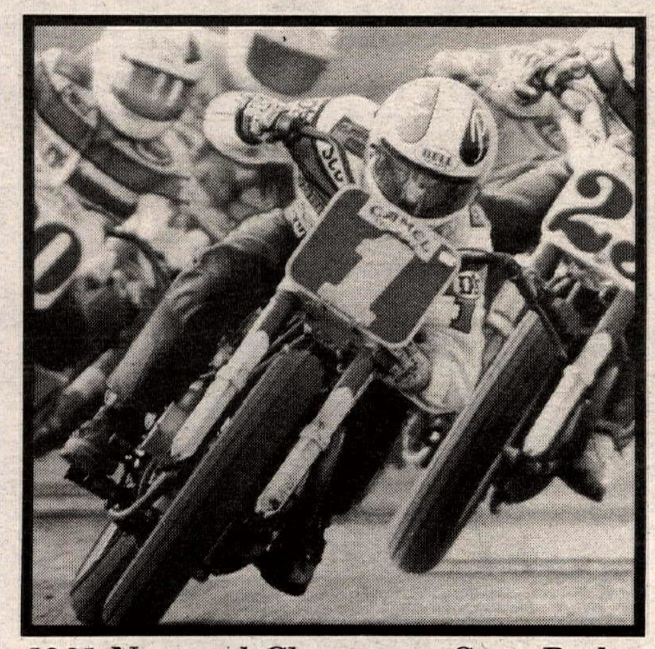
(Right) Rookie Brian Swink won the Eastern Regional 125cc Supercross Championship and briefly led the 125cc National Series. (Below) Privateer Fred Andrews often gave the factory riders a run for their money.



1988 National Champion: Scott Parker.

1989 National Champion: Scott Parker.

1990 National Champion: Scott Parker.



1991 National Champion: Scott Parker.

Four. He's A Jolly Good Fellow.

It has only happened once before. And that was 30 long years ago. Now Scott Parker has won his fourth consecutive Grand National Championship. Congratulations, Scott, there's nobody'll deny: ya done good.

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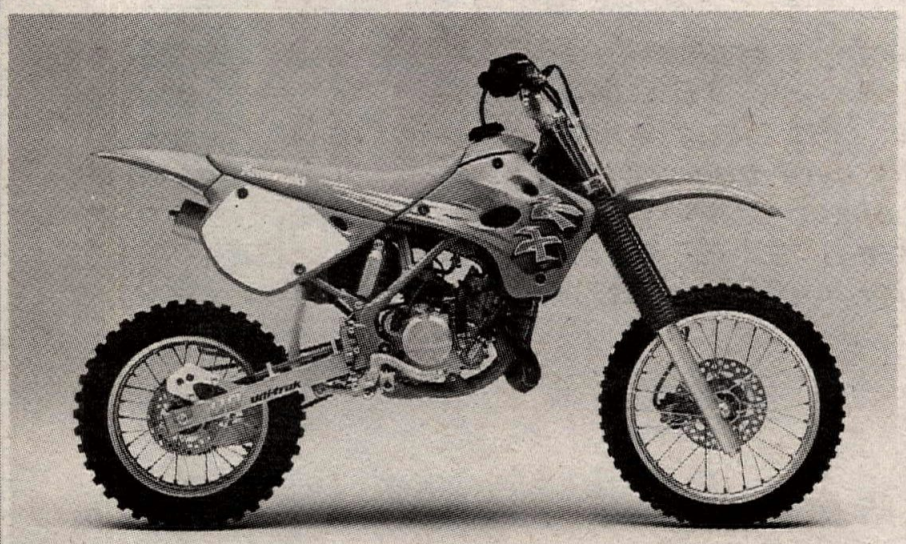


1992 KX80

- Drilled front and rear disc help keep the brakes working better no matter how sloppy the track gets.
- Higher compression ratio and added booster port result in the hottest KX80 ever.
- Trick oval-shaped aluminum silencer keeps the weight and noise down.
- Improved ignition coil delivers a hotter spark for stronger engine performance.
- Available in standard and big wheel sizes.

1992 KX125

- New cylinder and KIPS system feature a guillotine-slide type exhaust valve for more precise port timing and a smaller, more compact cylinder assembly.
- New floating front brake disc helps keep the disc in alignment with the caliper.
- The perimeter frame is even stiffer between the swingarm and steering head.
- Larger-diameter clutch assembly.
- New chassis geometry and slimmer body-work.
- New cases feature modified transfer ports for better intake charge flow.
- Longer-stroke engine helps the KX125 hook up for better acceleration.

1992 KDX250/KDX200

- Both bikes feature crescent-slide carbs that speed intake velocity for quicker throttle response and improved low-end power.
- The KX-based KDX250 engine is specially tuned for enduro-type riding. Lots of low-end grunt for long hills and plenty of top-end for fire roads.
- The KDX250's trick perimeter frame and deep-drop tank carry the fuel load way down in the frame for excellent mass centralization.

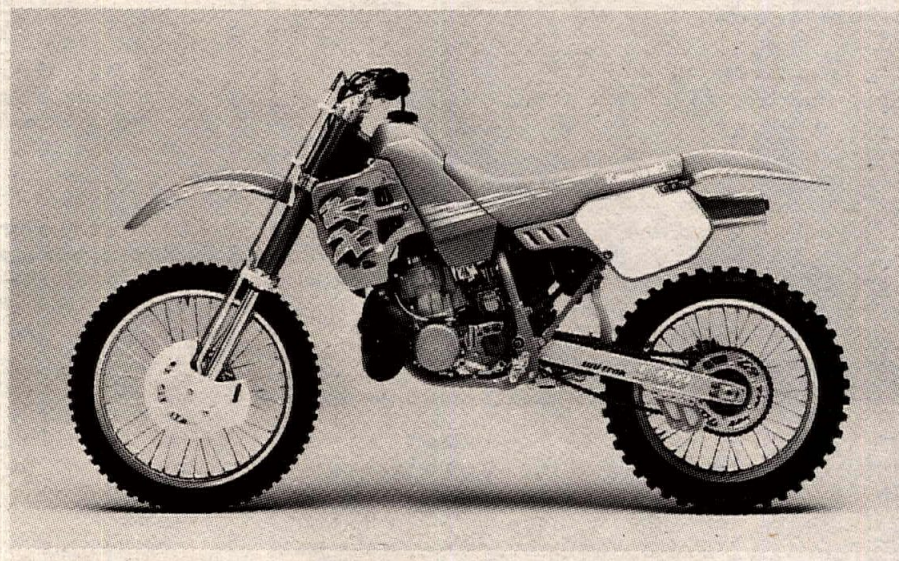
See the 1992 KX/KDX Motorcycles

THE SPECIES

Introducing Kawasaki's 1992 MX and Off road Line-up - the KX and KDX Models. — Changed where it improves. Left alone where it doesn't. Our bikes are constantly evolving: the '92 Kawasakis are just doing it a step ahead of the competition, which is where on the track a 1992 KX or KDX will put you. Kawasaki. Change for improvement. Not for the sake of it.

1992 KX250

- New bodywork makes the '92 the slimmest KX250 ever built.
- New longer shock body for added durability.
- New bore & stroke helps you get the power to the ground-something you'll appreciate because the new porting, pipe and airbox give you more to put there.



1992 KX500

- 39mm crescent-slide car speeds intake velocity for quicker throttle response and rheostat-smooth low-end power.
- Rigid 43mm tubes help make the upside-down cartridge fork the best in class.
- Adjustable UNI-TRAK suspension system flattens the nastiest stuff on the track with 13 inches of travel.
- Automatic engine decompression system means easier starts.

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INTERVIEW Motocrosser Jean-Michel Bayle

On top of the world

By Alex Hodgkinson

Jean-Michel Bayle may have been born on April Fool's Day in 1969, but the Frenchman from Manosque, just a few miles from the Mediterranean coastline, is certainly nobody's fool when it comes to riding a motorcycle.

This became evident right away when the Frenchman collected two World Championship titles in his first few years on the GP circuit. He first landed the 125cc crown in 1988 and then followed it up with the 250cc title in '89. Bayle has only contested one 500cc GP in his career, but, in that one race, he left no doubt in anyone's mind that he could be a 500cc MX World Champion, as well. At the August 25 U.S. 500cc GP at Glen Helen OHV Park in San Bernardino, California, Bayle went 2-1 to score the overall win.

Although Bayle is not the first rider to score major wins in all AMA MX categories (125, 250, 500cc Nationals and 250cc Supercross), he did achieve the distinction faster than anyone else. But what will perhaps be remembered most is that he did what no rider has achieved when he completed a hat-trick of the three major U.S. MX titles — Camel Supercross, 250 and 500cc Nationals — in a single season.

Obviously, Bayle has conquered the vastly differing worlds of European and American motocross, and at the age of 22 is arguably the greatest motocrosser the world has ever seen.

We caught up with Bayle at the opening round of the Masters of Motocross Series in France, one week after the Frenchman had clinched the 500cc National title.

* * * * *

Was it difficult to maintain your form from the opening supercross in January right through to the final 500cc National in October?

Not this year. When you are going for your first championship in any class it is easier to maintain motivation. Perhaps it would have been more difficult if I had already won four or five titles in America and was simply trying to win them again. But for myself it was not so bad; this was the first year I have won an AMA title.

Did you take any kind of break from racing or riding on the free weekends during the year?

I just stayed home and tried to rest up a little bit. It probably helped a little, but we are used to racing nearly every week, so it is not really a major problem to still ride.

Can you maintain your form in the six-round Masters of Motocross Series?

No problem. It is just another race.

Is it important for you to win the Masters title?

Not really. My main aim this year was to win the Camel Supercross Championship. I did that and everything else is a bonus. I'd like to win some races in the Masters, so I will ride as well as I can and if that brings me the title, then so be it.

When you were younger you used to ride a motorcycle every day. Do you still do that?

No. I've slowed down a lot in that respect. We have a lot of races and that keeps me sharp. When I was younger I needed to ride every day, I was always learning. That is not so necessary any more. I still ride when I can, but it is hard to ride every day because there is so much travelling.

Do you still get the same thrill from riding as you did as a teenager?

Oh, yes. Perhaps I don't look as spectacular now, but everyone changes their style as they grow older. Before, I always wanted to go as fast as I could, I wanted to prove to myself that I was good. Now I know I am good, I don't have to prove it any more. I try to ride as smoothly as I can now.

Is there an incentive for you to repeat your championships next year?

I don't think I am under any pressure to do so. My goal when I quit the GPs to ride in America was to win the Camel Supercross Championship, and I have done that. I will try to win the title again next year, but if I don't, it won't be the end of the world.

I know that I will switch to road racing in 1993, and I want to make sure that I am prepared for that. I will be riding with the number one plate in every race next year, and I hope that I can prove worthy of it.

You have always moved on to something different after winning a title. Are you a person who always needs a new challenge?

Yes, I think so. My first goal when I started motocross was to be World Champion. I won the title in the 125cc class, then in the 250s. When I became World Champion for the first time, I was already looking at the possiblity of moving to America in an attempt to win the Supercross title. I gave myself two years to achieve that, and now I am champion.

I had to find something else. I don't want to do the same thing for five years. So I am going to try road racing.

If you prove to be as talented in road racing as you are on a motocross bike and are able to win the 250cc World Championship, will you want to switch to the 500cc class?

It is not my goal to race in the 250s. I want to go straight to the 500s. I hope I can prove next year that I am talented enough to get a place on a good 500cc team for 1993.

Is there a step after that if you were also successful there? Cars for example?

It is difficult to say. That is still too far off. If someone had asked me five years ago what I wanted to do, then I would have been able to say that I wanted to race the Supercross Championship in the U.S., but I would not have dreamed of going road racing. I now know that I want to go road racing, but it is too far in the future to say what I want to do in five or six years time.

When you switch to road racing in 1993, will you be drawing a final line under your motocross career, or is there a possibility that you could return?

I don't know. It is my plan to ride my final supercross in Paris' Bercy Stadium at the end of 1992, but I will still ride motocross for fun even when I switch to road racing. Apart from anything else, riding motocross is one of the best ways of staying in shape.

My goal for 1993 will be road racing, but there is always the chance that I would do another race some time for fun. I think I could still be pretty competitive. It is like riding a bike; once you have learned to race motocross, it is not something you forget so quickly.

What has been the attitude of the American riders toward you?

They were happy when I first came over and lost to them. I was the World Champion and they were beating me. That made them happy, because they could say that the U.S. Championship was more difficult than the World Championship, and I think that is true.

But this year I proved that I had made a lot of progress, and as a result I won all of the three major championships. I think they still think the U.S. championships are the best championships in the world, but they are not winning them any more.

Do you have any close friends amongst the American riders?

No. Some guys I get along with better than others, like (Jeff) Ward. Jeff is a very nice guy. But the U.S. is just like everywhere else; some people are nice and some are not.

What has been the attitude of the American public to your success?

They have not been that bad. You get far more used to antagonism in Europe when, for example, you are a Frenchman and go racing in Belgium, and not everybody likes you. It is something you have to get used to in Europe. It doesn't bother me.

When I ride in California everybody is nice, and when I ride elsewhere it is sometimes bad. But I don't care. I haven't done anything to them to cause it, so presumably I can't do anything to change those people either.

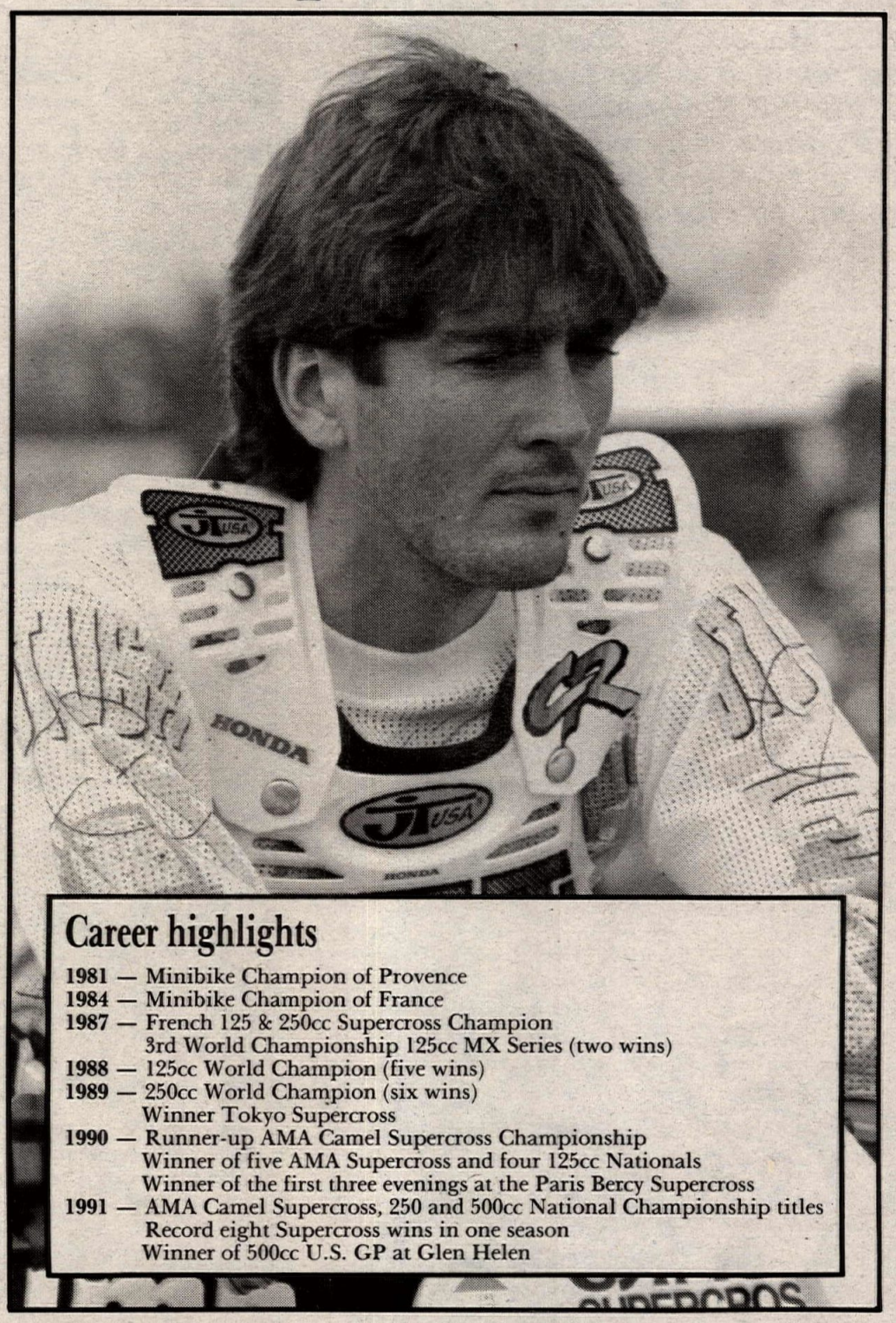
A lot of people were disappointed when it was announced you would compete on the French team in the Motocross des Nations, but you were not in Holland for the race. What happened?

During the summer the French federation asked me if I would ride for them, and I replied that I was prepared to do so. But, they would have to do something for me in return. Three years ago, they did something very bad to me and all I asked for was that they should do something good for me.

When I went to the U.S., they made me pay $10,000 to be released from my French license to ride with the AMA. I didn't ask for this money back. I just asked them to pay for the flight to Europe for me, my mechanic and my bike. After all, they could not expect American Honda to pay for me to race for France in the Nations. I also said that they should pay my mechanic Cliff White $1000, but nothing for me other than a license to ride the first year in road racing GPs.

They agreed to all of this on the phone, but I also said that I wanted all of this in writing one month before the race. They never sent me this, so I said I would not go to the Nations.

I can ride the road race GPs in 1993 with an American license. That is no problem. I wanted to give a chance to France to have me back. I don't think I was being unfair. I asked for a sign of friendship and they could not respond. CN



Career highlights

1981 — Minibike Champion of Provence
1984 — Minibike Champion of France
1987 — French 125 & 250cc Supercross Champion
3rd World Championship 125cc MX Series (two wins)
1988 — 125cc World Champion (five wins)
1989 — 250cc World Champion (six wins)
Winner Tokyo Supercross
1990 — Runner-up AMA Camel Supercross Championship
Winner of five AMA Supercross and four 125cc Nationals
Winner of the first three evenings at the Paris Bercy Supercross
1991 — AMA Camel Supercross, 250 and 500cc National Championship titles
Record eight Supercross wins in one season
Winner of 500cc U.S. GP at Glen Helen

THE 1992 YAMAHA CONTINGENCY PROGRAM

CMC GOLDEN STATE SERIES

8 Events	1st	2nd	3rd	4th	5th
Amateur:	$500	$300	$200	$150	$100
Pro:	$3,000	$2,000	$1,500	$1,000	$500

(California)

AMA FLORIDA WINTER SERIES

5 Events	1st	2nd	3rd	4th	5th
Amateur:	$500	$300	$200	$150	$100
Pro:	$3,000	$2,000	$1,500	$1,000	$500

(Florida)

GFI WINTER SERIES

12 Events	1st	2nd	3rd	4th	5th
Amateur:	$500	$300	$200	$150	$100
Pro:	$3,000	$2,000	$1,500	$1,000	$500

(California)

MMDA SILVERDOME SERIES

7 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$250	$200	$150	$100
Pro:	$500	$300	$200	$150	$100

(Michigan)

MMDA SILVERDOME FINAL

1 Event	1st	2nd	3rd	4th	5th
Amateur:	$300	$250	$200	$150	$100
Pro:	$500	$300	$200	$150	$100

(Michigan)

NMA WORLD MINI

1 Event	1st	2nd	3rd	4th	5th
Amateur:	$300	$250	$200	$150	$100
Pro:	$500	$300	$200	$150	$100

(Nevada)

CMC SPRING CLASSIC SERIES

8 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(California)

ECEA ENDURO SERIES

11 Events	1st	2nd	3rd	4th	5th
Amateur:	$200	$150	$100	$75	$50

(Delaware, Maryland, New Jersey, Pennsylvania, Rhode Island)

TEXAS CROSS COUNTRY SERIES

10 Events	1st	2nd	3rd	4th	5th
Amateur:	$150	$100	$75	$50	$25

(Texas)

SETRA ENDURO SERIES

10 Events	1st	2nd	3rd	4th	5th
Amateur:	$200	$150	$100	$75	$50

(Georgia, S. Carolina, Alabama, Florida)

GNC TEXAS SERIES

4 Events	1st	2nd	3rd	4th	5th
Amateur:	$250	$200	$150	$100	$50
Pro:	$300	$250	$200	$150	$100

(Texas)

GNC INTERNATIONAL FINAL

1 Event	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(Texas)

MAMMOTH MOUNTAIN MOTOCROSS

1 Event	1st	2nd	3rd	4th	5th
Amateur:	$500	$300	$200	$150	$100
Pro:	$1,000	$750	$500	$300	$150

(California)

GNC GOOD TIME NATIONAL

1 Event	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(Texas)

NMA PONCA CITY AMATEUR NATIONAL

1 Event	1st	2nd	3rd	4th	5th
Amateur:	$300	$250	$200	$150	$100
Pro:	$500	$300	$200	$150	$100

(Oklahoma)

AMA LORETTA LYNN AMATEUR NATIONAL

1 Event	1st	2nd	3rd	4th	5th
Amateur:	$300	$250	$200	$150	$100
Pro:	$500	$300	$200	$150	$100

(Tennessee)

GFI FALL SERIES

10 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(California)

CMC TRANS-CAL SERIES

9 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(California)

AMA WINTER OLYMPICS

4 Events	1st	2nd	3rd	4th	5th
Amateur:	$250	$200	$150	$100	$50

(Florida)

NESC CHAMPIONSHIP SERIES

28 Events	1st	2nd	3rd	4th	5th
Amateur:	$250	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(Connecticut, Maine, Massachusetts)

MAMA CHAMPIONSHIP SERIES

21 Events	1st	2nd	3rd	4th	5th
Amateur:	$200	$150	$100	$75	$50

(Pennsylvania)

ROCKY MOUNTAIN ENDURO CIRCUIT SERIES

8 Events	1st	2nd	3rd	4th	5th
Amateur:	$150	$100	$75	$50	$25
Pro:	$250	$200	$150	$100	$50

(Colorado)

NMA OFF-ROAD SERIES

10 Events	1st	2nd	3rd	4th	5th
Amateur:	$200	$150	$100	$75	$50

(Washington)

SRAC COLORADO STATE CHAMPIONSHIP

16 Events	1st	2nd	3rd	4th	5th
Amateur:	$150	$100	$75	$50	$25
Pro:	$250	$200	$150	$100	$50

(Colorado)

CMC MID-SUMMER NIGHT CLASSIC SERIES

8 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(Arizona)

CMC DESERT STATE CLASSIC SERIES

8 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(Arizona)

AMA DISTRICT 5, 6, 11, 14, 17, 18 MOTOCROSS

8 Events Ea.	1st	2nd	3rd	4th	5th
Amateur:	$150	$100	$75	$50	$25
Pro:	$250	$200	$150	$100	$50

(So. Ohio, Michigan, No. Illinois, So. Illinois / Missouri, W. Pennsylvania / W. Virginia, Pennsylvania)

AMA PROFESSIONAL 125CC SUPERCROSS SERIES

18 Events	1st	2nd	3rd	4th	5th
Pro:	$5,000	$2,500	$2,000	$1,500	$1,250
	6th	7th	8th	9th	10th
	$1,000	$750	$500	$250	$100

(National)

AMA CROSS COUNTRY SERIES

12 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$250	$200	$150	$100

(Tennessee, North Carolina, West Virginia, Pennsylvania, Ohio)

AMA DISTRICT 37 (Best In The West)

10 Events	1st	2nd	3rd	4th	5th
Amateur:	$200	$150	$100	$75	$50

(California)

CMC PAC-WEST SERIES

5 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(Washington, Oregon)

CAROLINA SPRING SERIES

10 Events	1st	2nd	3rd	4th	5th
Amateur:	$250	$200	$150	$100	$50
Pro:	$400	$300	$200	$150	$100

(South Carolina, Virginia, North Carolina, Tennessee)

FTR HARE SCRAMBLES SERIES

10 Events	1st	2nd	3rd	4th	5th
Amateur:	$200	$150	$100	$75	$50

(Florida)

Information subject to change. All 1988+ YZ/WR models eligible. All 125cc/250cc Amateur Veteran, Senior and Women's classes eligible at all events. 200cc/500cc classes eligible at all "off-road" events. Rider must submit a 1992 Contingency Form to be eligible. There must be at least 5 riders in a class to qualify for contingency. Yamaha logo must be prominently displayed on all machines. AMA Professional 125cc Supercross winners will be paid by check. All other winning riders will receive "YZ Bucks" Certificates, redeemable for parts and merchandise at any Yamaha Dealer. Program covers 125cc and 250cc classes. Yamaha will pay contingency upon confirmation from promoter that rider competed on a properly qualified motorcycle. ©1991 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)

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ROAD RACE AMA/CCS EBC Brakes Endurance Challenge Series: Final round

Celebration in Daytona International Speedway's Victory Lane: Dutchman Racing (center), Yamaha of Jacksonville (right) and Team O.T.S. (left).

Dutchman Racing three-peats

By Henny Ray Abrams

DAYTONA BEACH, FL, OCT. 20

Dutchman Racing won a record third consecutive championship in the GTO class of the EBC Endurance Challenge Series with an impressive win in the three-hour series finale at Daytona International Speedway on a hot and sunny afternoon that saw a number of tire failures, one of which helped decide the title in Dutchman's favor.

Coming into the final race, Dutchman held a nine point lead over Team Mad Dog with Gold Hill Racing another four back. If Mad Dog won, Dutchman had to finish no better than sixth, a seemingly simple task.

The task was made easier, and the championship basically decided, when, just past the halfway point, Mad Dog's Dave Sadowski suffered a massive failure of his Dunlop rear tire while running in first place at top speed near the start-finish line. The crash was horrifying — instantly recalling a similar spill by Barry Sheene, also Dunlop-mounted, in 1975 — Sadowski tumbling into turn one, the bike coming to a rest with the tire cord hanging in nearly foot long strands like a mop. Miraculously, he was mostly unhurt, a few abrasions on his back and leg the only visible injuries. Unlike Sheene, who never used a Dunlop tire again, Sadowski refused to blame the tire.

"We had the tire too close to the front of the swingarm and it was rubbing," said Sadowski, who'd changed the rear about 20 minutes before the crash. "We should have set it back. We were cruisin' at 58s." Sadowski said he could feel it rubbing in NASCAR Two and Four, the exits to the east and west bankings. "That's where there's the most downward load on the tire." But if the tire didn't explode — indeed, one report had it still holding air — why would a rider go out running 58s knowing that the tire was rubbing against the swingarm?

Sadowski salso said he wouldn't rule out the transmission locking up.

Whatever the reason, Mad Dog's day and season were over, the race was red-flagged, and re-gridded in positions from a lap earlier.

After a 20-minute delay the already depleted field was waved off and this time it was Dutchman (Chris Haldane and Mike Harth, Suzuki GSXR1100) taking over the lead early on and racing to a 9.740 second win over Yamaha of Jacksonville's Jeff Heino and Scott Zampach aboard a Yamaha FZR1000. Third place went to first-time teammates Chris D'Alusio and Colin Edwards aboard the Team O.T.S. Honda RC30. The pair rode conservatively and didn't change tires and snuck into third. They weren't originally credited with third, Northwest Racing being ushered into the winner's circle. "I thought we were fifth or sixth," Northwest's Suzuki GSXR1100-mounted Dave Hansen said, and he was right.

They finished fifth, one position behind the Suzuki GSXR1100 Suzuki of Keystone Racing's Nigel Gale and Fabian Cortez.

Dutchman completed 77 laps at an average speed of 91.013 mph.

For the sixth time this year, Team Toomer took the overall honors in the GTU class, Michael Barnes, Glenn Barry, and Jon Roberts sharing the riding chores on the team's Kawasaki ZX-6.

After the red flag, the racing appeared closer, but Toomer held a two lap lead, completing 76 laps to second-placed Orion Racing's 74 with Team Bad Boy third, also with 74.

Orion and Bad Boy were both CBR600 F-2-mounted, Dr.Bob Meister and James Leslie riding for Orion and Laney Cobb and Jamie Bowman in the saddle for Bad Boy.

Toomer had clinched the GTU title earlier in the year and finished the season with 152 points to Orion's 98.

The race got underway just after 1:30 p.m. on a sun-splashed and warm fall Sunday afternoon at Daytona.

The top three teams — Dutchman, Mad Dog, and Yamaha of Jacksonville, immediately went out and set a blistering pace, running 1:58s and quickly into the traffic of the slower GTU riders. Chris Haldane was the lead rider for Dutchman, Rick Kirk for Mad Dog, and Scott Zampach for Yamaha of Jacksonville.

The three swapped places all over the track, the race looking more like a sprint than an endurance race, the Yamahas holding a power advantage on the Suzuki.

"I couldn't stay in their draft," Haldane said after handing the bike off to Mike Harth. "Only if I got onto the banking with Zampach because his was a little slower. I had to ride a little harder in the infield to keep up and draft them. I chunked a tire on the very last lap," he said. It was the 22nd and he rode slowly in dropping the team to fifth at the one hour mark.

Zampach figured that the "big difference was Mad Dog has a six-speed tranny and we have a five-speed. We have to work the tires hard and we had to slide it more to keep the drive. At the end of my session I found out how to work the bike to my ability, to my advantage."

Was Zampach worried that the hot pace would continue to destroy tires?

"I thought about that. They didn't slow down so I didn't slow down. I never won a race by slowing down," he said.

One of the teams eliminated from serious contention early was Gold Hill.

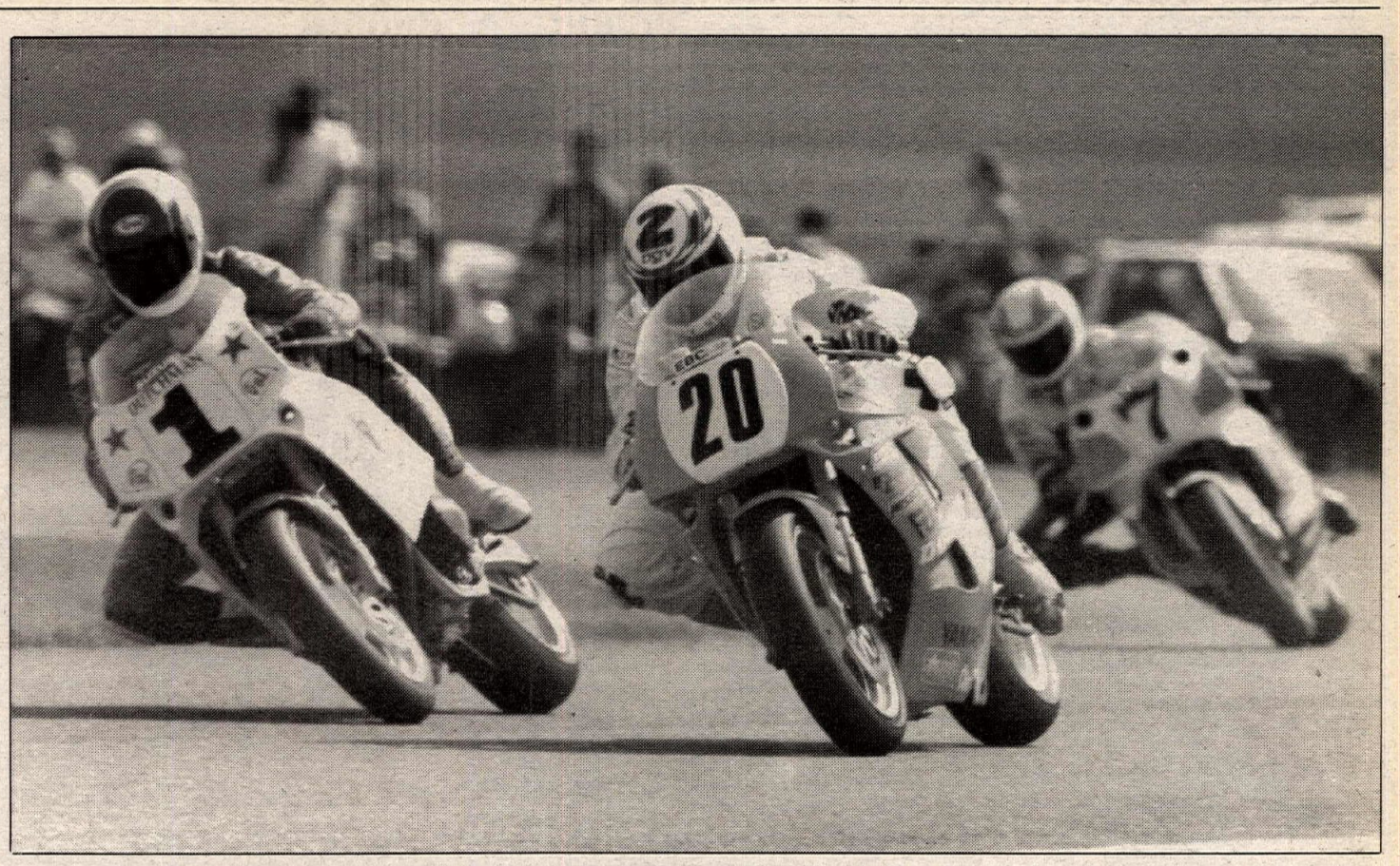
"I started, and I'm not sure if the clutch smoked on the line, but I went on the apron and cruised around," lead rider Christian Gardner said. "We lost quite a few laps right off the bat. We're still in contention to finish second in the series if we're 11th or better." Gardner turned the bike over to Danny Walker at the one-hour mark after a stop for fuel and a new rear tire. Gardner had chunked his Michelin early in his stint and had to pit for a change. Out again, he felt a vibration and came in again after about 10 laps for a second tire change.

Erik Moe of Team Magic also had to change rears, his Dunlop shredded near the 50-minute mark, dropping the team from fourth at the 30-minute mark to 46th after one hour.

After the first hour gas stops, Heino took over the riding chores, and the lead, for Yamaha of Jacksonville, out on a fresh rear Dunlop. Sadowski was in second without having changed the rear with Keystone's Fabian Cortez out, Nigel Gale resting after his opening ride. Dutchman had worked their way up to fifth with Team America sixth and Team O.T.S. seventh, D'Alusio pitting, Edwards back out.

Sadowski came in for a rear tire change at about the one-hour, 10-

Dave Sadowski was lucky to escape his high-speed crash without serious injury.



Dutchman Racing (1) and Yamaha of Jacksonville (20) lead Team Mad Dog (7) in the International Horseshoe.

minute mark and was back in front before his accident. The race was stopped, the riders pitted for gas with many changing tires. Some changed more.

"We put a stone in the radiator," Gale said of the Keystone Suzuki, "and I threw oil all over myself. I'm not sure we lost any ground because we came in just as the accident happened and the scoring went back a lap."

Dutchman sent out Haldane for the re-start, Zampach was on for Jacksonville, Edwards for O.T.S. and Walker for Gold Hill.

The Jacksonville bike took over the lead for what would be a one-hour sprint, but on the sixth lap Zampach pointed to the rear as he flashed past and the team waited for him to pit. He was quickly in and the rear was changed, only this time the team put on a Michelin instead of Dunlop.

"During the red flag we didn't have a tire," Zampach said. "It was hopping and chattering and I knew it wouldn't go the distance. If we could have put it on for the red flag we would have."

Heino had hoped to change the tire during his riding stint, before the red flag.

"Off the banking the rear tire eight-shaped on me and we came in the pits, then went back out," Heino said during the break. "The same tire Sadowski was using, we're using. It's a concern for us. We don't want to have a tire blow and get killed."

The lead went to Dutchman and the race was, effectively, over, the title to Dutchman.

"We worked hard," team owner Dave Schlosser said in the winner's circle. "There was a lot of competition and we just owe it to our sponsors, our riders and everyone else who worked hard to make this record third GTO championship possible. We made a little gamble on fuel at the end and it worked out. We finished the race, literally, on fumes."

"I've been riding a lot this weekend and I'm pretty worn out," second-placed Zampach said. "I rode this bike for over two hours and I wasn't just riding, I was racing it. The front brake was really gone, the tires were worn and you just had to hang on twice as hard and work the bike and your body twice as hard."

After the scoring snafu was discovered, Edwards said he thought finishing third was "not bad at all. Somebody came by and said to me we got third. I thought we were way back. We were consistent (running) 2:03s to 2:05s. Chris was about 2:03s most of the time. I was between threes and fives. Getting through the infield was a chore in itself. I'd pull the 600s on the banking and they'd catch me in the infield."

"After the red flag we had a big slash in our rear (Dunlop) from something on the track, so they were slowed somewhat," Hansen of Northwest said. "I rode the second and fourth shifts and Mike Karm rode the third and first."

The GTU class was Toomer all the way. At the one-hour mark they were third overall, only two GTO bikes ahead of them. If they stayed together they'd win, and they did, bringing a big smile to the face of owner Bill Toomer.

"Yes, I'm smiling," he said. "This is our first win in October at Daytona. We've been fifth here twice. The third time is the charm," the tool company owner from Lakeland, Florida, added.

Glenn Barry, the middle of three riders for the team, said, "It took me a while to get going at first. Mike (Barnes) had built a good lead of about 10 minutes that evaporated at the re-start. In the second part Dr. Meister wasn't cutting us any slack."

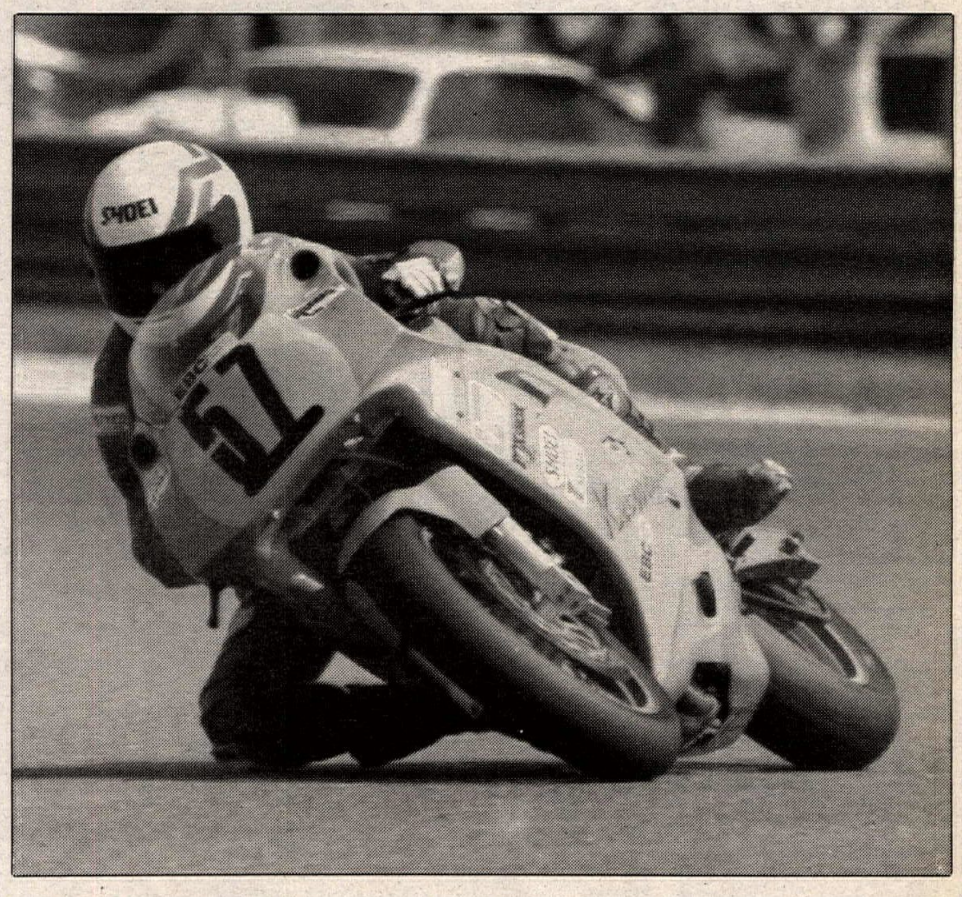
"We just don't have the horsepower of Toomer," Meister said after his final shift on the bike. "The tires were getting really, really slick. When I was with Glen Barry I was steering with the rear end. The fronts were working good. We were using the Daytona special Michelin and it was real predictable. We haven't changed one."

Meister's Orion team ran second for most of the race with Team Bad Boy having a big run after the red flag delay.

"We're Team Amateur," Laney Cobb, who joined Jamie Bowman for the effort on Bad Boy, said, "and we're in there with the Experts." Cobb said he was racing with John Ashmead, of John D. Rue Racing near the end and was happy for the dice. John D. Rue slowed to a seventh place finish when they ran out of gas near the end.

"I knew that me and Jamie were pretty much fast enough to run with these guys," Cobb continued. "We've been watching lap times all weeekend. We ran a good, solid race and didn't push the bike too hard." CN

Class champions Team Toomer won their sixth GTO class of the season.



Results

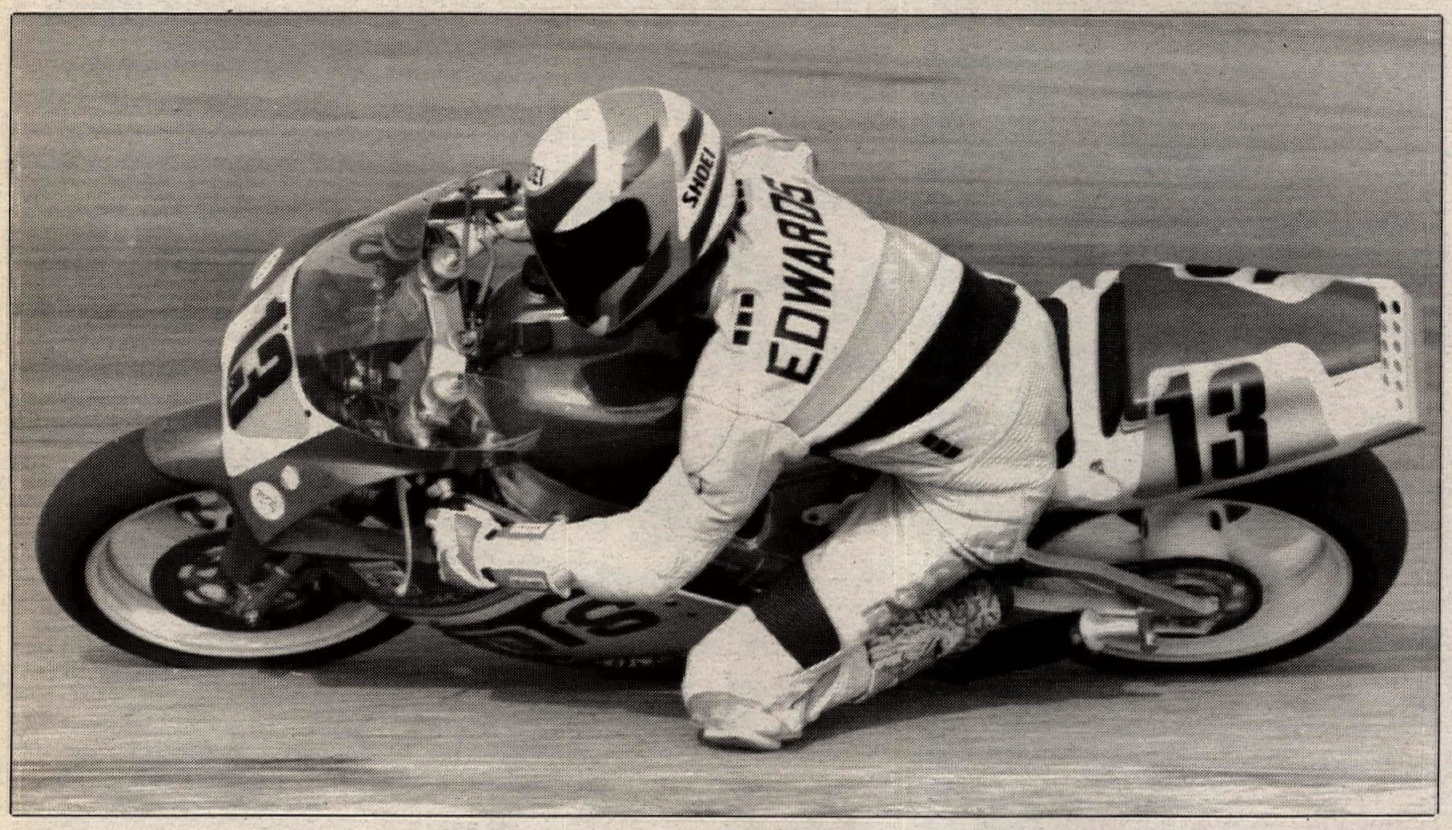
GTO: 1. Dutchman Racing (Suz); 2. Yamaha of Jacksonville (Yam); 3. Team O.T.S. (Hon); 4. Keystone Racing (Suz); 5. Northwest Racing (Suz); 6. Graphic Racing (Suz); 7. Addicted Racing (Suz); 8. BCP Racing (Suz); 9. Mid Cities Motorsports (Kalw); 10. Team Calico Jacks (Kaw); 11. Gold Hill Racing (Yam); 12. Team Suncoast (Suz); 13. Northstar Racing (Yam); 14. Team Adventure (Suz); 15. Kennedy Racing (Suz); 16. Fastline-MCM Racing (Suz); 17. Acme Racing (Suz); 18. Team Magic (Yam); 19. South County Racing (Suz); 20. Arnold Ziffel Racing (Suz); 21. Team Mad Dog (Yam); 22. P & P Racing (Suz); 23. Team America (Suz); 24. Walsh Racing (Yam); 25. Island Boys Racing (Suz); 26. Hawaiian Sensation (Suz); 27. Sunrise Racing (Suz); 28. Team R.E.S. (Suz); 29. VNR Road Racing (Suz).
Time: 3 hrs., 42.805 sec.
Average speed: 91.013 mph.
Margin of victory: 9.740 sec.

GTU: 1. Team Toomer (Kaw); 2. Orion Racing (Hon); 3. Team Bad Boy (Hon); 4. IRC Racing (Yam); 5. Team America GTU (Yam); 6. I Can Jam (Yam); 7. John D. Rue Racing (Hon); 8. Hornblower Racing (Hon); 9. New Tech Racing (Hon); 10. Bad Boy Racing (Yam); 11. Team Charm (Yam); 12. Elin Racing (Yam); 13. New Tech Cycle #2 (Yam); 14. Wildcat Racing (Yam); 15. Yamaha Of Jacksonville (Yam); 16. AGV Sport (Hon); 17. Narp Racing (Yam); 18. Anderson/Jardine Racing (Hon); 19. Tach Racing (Hon); 20. Flash Racing (Hon); 21. Gran Prix Racing (Hon); 22. Team Biff (Yam); 23. Power Racing (Hon); 24. Team Cycle Sport (Yam); 25. Skat Racing (Yam); 26. New Tech Racing III (Yam); 27. Team Magic II (Yam); 28. Creed Speed Racing (Yam); 29. Team Toomer Giants (Yam); 30. Team Justice (Yam).

FINAL GTO POINT STANDINGS: 1. Dutchman Racing (136); 2. Gold Hill Racing (108); 3. Team Mad Dog (107); 4. Yamaha of Jacksonville (89); 5. Bimota Human Race Team (75); 6. Team America (66); 7. Northwest Racing (57); 8. Team O.T.S. (48); 9. Keystone Racing (43); 10. (TIE) Team Magic/Dutchman II (41); 12. Team R.E.S. (40); 13. Team Good Times Accessories (34); 14. Fastline-MCM Racing (31); 15. (TIE) Northstar Racing/BS Racing (20); 17. Team Mad Dog II (17); 18. Precipice Racing (13); 19. Riverside Kawasaki II (12); 20. (TIE) Graphic Racing/Island Boys Racing (10).

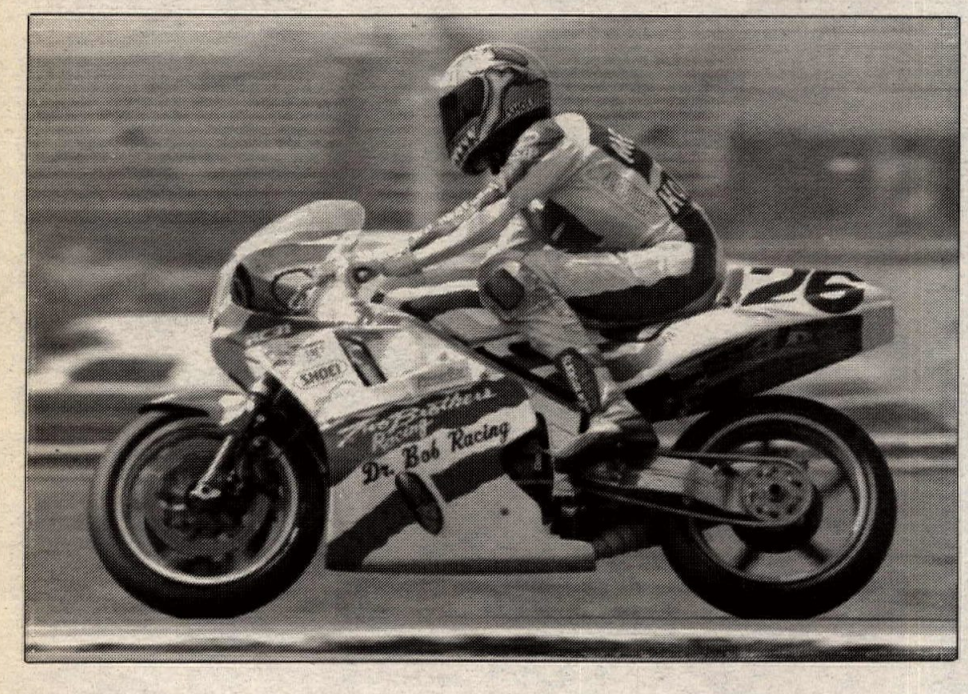
FINAL GTU POINT STANDINGS: 1. Team Toomer (152); 2. Orion Racing (98); 3. Team America GTU (76); 4. Hornblower Racing (62); 5. BH Racing (61); 6. M2 Racing (59); 7. Team Cycle Sport (50); 8. (TIE) Myers & Prussiano/K&N Racing (37); 10. (TIE) Elin Racing/Northstar GTU (34); 12. (TIE) I Can Jam/Those Guys Racing (30); 14. (TIE) Team Magic II/Big City Racing (29); 16. AGV Sport (28); 17. Team Charm (24); 18. Super "B" Racing (20); 19. Yamaha of Jacksonville II (18); 20. DC Racing (17).

ROAD RACE AMA/CCS National Championship Sprints



Texan Colin Edwards was impressive, winning five races during the AMA/CCS Race of Champions at Daytona.

Robert Meister won three class titles and finished second in two others.



Texan Edwards wins record five crowns

By Henny Ray Abrams

DAYTONA BEACH, FL, OCT. 18-20

Colin Edwards won his first of eight races at the AMA/CCS Race of Champions on the high banks of Daytona impressively. Starting from the 10th row he survived a few close calls and was quickly to the front, eventually winning the Amateur Solo GTO race by an even 40 seconds. It was an impressive start, but the 17-year-old from Conroe, Texas, was unfazed.

"I've got another race today and then six more tomorrow," the Conroe High School senior said. "We came here to win, win all eight if we can. I hope I can; I've got to be able to justify taking off from school."

Despite punishing grid positions — assigned because he dosen't regularly compete in AMA/CCS races — Edwards won four more times, his total of five a new AMA/CCS record.

In the Amateur Heavyweight Superbike race, he started from the 11th row and went on to win the seven-lap, 25-mile race by 26.010 seconds aboard a Honda RC30. In the Amateur Middleweight GP he started from the eighth row aboard a TZ250 Yamaha and beat a CBR600 F-2 Honda that started on the front row by 1.840 seconds. And in the Amateur Heavyweight Supersport, he took his Honda CBR600 F-2 from a 10th row start, to beat a Suzuki GSXR750 that started on the front row.

Despite his impressive weekend, Edwards was probably the most unimpressed witness to his achievements.

"It's hard for me to get excited. I came here to win all eight and had some bad grid positions. In two that I didn't win I was in the second wave," of a two-wave start, he said.

Edwards teamed with Chris D'Alusio to finish third in the EBC Endurance Challenge GTO class and it looks like they'll be teammates again next year. The pair will likely campaign Dave Harold-machinery with backing by Oil Technology Services, one of Edwards' current sponsors. Edwards plans to ride all of the AMA Nationals and the WERA Nationals that don't conflict.

Though Edwards was the biggest winner on the brilliantly sun-filled RoC weekend, there were a number of other notable performances among the 25, seven-lap sprint races.

"Dr. Bob" Meister, the racing dentist from New Berlin, Wiscconsin, took three class titles and finished second in two others aboard a pair of Two Brothers Hondas backed by Honda Man, Shoei, Tsubaki, and Power Bar.

His first win of the weekend came on Friday when he beat James Leslie to the line by 1.740 seconds in the Expert Solo GTU class. Both were Honda 600-mounted.

On Saturday, he took part in the closest finish of the weekend, nipping GiaCaMoto's Jimmy Adamo at the line by .010 seconds in the Expert Heavyweight Supertwins. Adamo appeared to be toying with Meister, able to use the power advantage of the Ducati 851 Superbike to pull away from Meister's Honda Hawk 750 at any time, but the Ducati suffered a fuel starvation problem on the last lap and the win went to Meister.

His final win came on Sunday morning and it proved to be the easiest. Back on the Honda 600, he took the Expert Middleweight Superbike crown by beating Yamaha FZR600 mounted Mark Schellinger by 11.990 seconds.

Meister came close to winning the Expert Lightweight Supertwins, crossing the stripe .650 seconds behind James McNulty. His other runner-up placing came in the Expert Middleweight GP where he chased the Yamaha TZ250 of Jimmy Mosley to the finish, coming up 13.670 seconds short.

"Winning three National championships, actually four, was a dream when I got here," the personable Meister said. "Now three are a reality. What I've learned this weekend is that the race isn't over until you're on the cool-off lap."

Mosley also won the Expert Lightweight GP, the Mississippian again aboard the Line Boring Inc, Shoei, Mosley Machine-sponsored Yamaha TZ.

Another of the multiple class winners was 25-year-old Floridian Laney Cobb. The Orlando resident topped the Amateur Middleweight Supersport, Amateur Middleweight Superbike, and Amateur Solo GTU aboard a T.B.R. Racing, Bad Boy Racing-supported Honda CBR600 F-2. Cobb came close in the Amateur Middleweight GP, despite having crashed on the warm-up lap. He finished second to Colin Edwards.

"I didn't really think I had a chance to win this many titles when we first got here," Cobb, who trains by surfing every day, said. "Now, hey, I'm really happy."

Todd Henning and Max Autry also took a pair of wins each, Henning riding an old Yamaha 350 to wins in the Expert Sportsman and Expert Lightweight Superbike classes and Autry taking his Yamaha 400 to wins in the Amateur Lightweight Supersport and Amateur Lightweight Superbike classes.

Though Adamo finished second to Meister, he came back to win the Expert Heavyweight Superbike, and take another second in the Expert Unlimited GP when he was slowed with tire trouble after leading until halfway through the final lap. Donald Jacks took the win on the American Eagle Racing, River City Honda/Suzuki, Del Amo Suzuki-backed Suzuki GSXR1100. The race was the fastest of the weekend, Jacks averaging 109.336 mph in completing the race in 13:40.520 mins.

In the Expert Solo GTO, Rick Kirk was the winner, topping Jacks by 15.310 seconds.

With classes drawing over 50 entries, and limited modifications allowed in many of the classes, traffic would be a big problem and passing at a premium. That didn't deter Edwards.

In the Amateur Heavyweight Superbike, he came quickly from the 11th row, moving into the top five by the end of the first lap then drafting his way into second on the west banking. By the time the pack headed off the east banking, he was in the lead and the lead began to grow. Damian Weber was a safe second with Jamie Bowman, a 16-year-old from Delray Beach, Florida, third.

"I want to thank Chris D'Alusio and Dave Harold for setting the bike up," Edwards said. D'Alusio had tested the RC30 in endurance practice and had made significant modifications to the suspension, front and rear. "I'd also like to thank OTS for giving me the bike.

"Once I got out front, I just concentrated on running a steady pace. I feel good," he continued. "I hope the rest of my races today go as good."

The Amateur Middleweight GP certainly did. From the eighth row, he was into second by the second lap, taking the low line on the start-finish banking to pass Laney Cobb for the lead. Lapping in the high 2:05 range, he and Cobb pulled away from the pack and he was able to pull out 1.840 seconds at the end. Eric Ochs of Old Bridge, New Jersey, was third on the Action Yamaha FZR600.

"I led for about three laps and then Colin came past me," Cobb said. "He's just unbeatable. He's got the best equipment and he's a very good racer. There was no way I could hang with him. I could out-brake him and I could get him in the infield, but once we got onto the banking, his Yamaha TZ250 would just run away from me every single time."

Edwards took the lead on the third lap of the Amateur Heavyweight Supersport with Jamie Bowman hanging tough. Bowman used the displacement advantage of his 750 Suzuki to take the lead on the fourth lap, Edwards, on the Honda CBR600 F-2 into the lead on the brakes in the chicane. Bowman powered back in front, the lead swapping some more until the seventh lap when Edwards re-asserted himself in turn one and took his biggest advantage onto the banking for the final time. Past a backmarker into the chicane, Edwards drove out and took the win, Bowman second, and Steven Rushford third on a Yamaha FZR600 with backing by Stylin Motosport Products, and Carry Barr Painting.

Edwards later revealed that he'd changed the gearing and leaned out the carburetion just before the race and it paid off.

"The other had the horsepower, so I really had to ride hard to make up for it," Edwards said. "On the last lap, I got past Jamie going into turn one of the infield. I knew I could pull out a little lead in the infield. We went into the chicane and that's where he had been catching me before. There was a lapped rider ahead of us and I slipped through. I'm sorry, but I probably scared the heck out of him."

The final win for Edwards came in the Amateur Lightweight GP, run with the Expert Lightweight GP which was won by Mosley. Winning his class was a cinch; Richard Herrero was second on the Progressive Racing TZ-250 Yamaha with Michael Schuyler third on the Team America Yamaha FZR-400. But Edwards, despite starting on the sixth row of the second wave, was third overall behind only Mosley and Chuck Blackmon, mounted like Edwards and Mosley on a TZ250. John France was third in the Expert Lightweight GP on a Honda RS250.

Mosley used the same machine to best Meister in the Expert Middleweight GP, exploiting the horsepower advantage for his second win.

"The key was Dave Harold helping me out with the motor," Mosley said. I think the 250 has some horsepower on the 600s and I wanted to make sure that when I got onto the banking I had a clear track in front of me."

That was the way it went, Mosley taking over the lead on the banking and by the second lap holding over four seconds on Meister. He spent a lot of time looking over his shoulder, but no one was there. Meister was second with Lee Pounders, who'd set a record with four wins in the RoC last year, a close third. Pounders had crashed on Friday and was riding with severely abraded hands.

Though he finished second in this race on Sunday morning, Dr. Bob had begun winning on Friday afternoon. In the Expert Solo GTU, he was able to hold off James Leslie at the flag for the first of his three wins. Leslie is Meister's Orion Racing teammate in the EBC Endurance GTU class.

"Leslie was a little bit better in traffic in the early laps than I was. Once I got settled in, then the traffic went my way," Meister said.

Saturday's Expert Heavyweight Supertwins race was the best show of the weekend, Adamo making it so by sticking close to Meister instead of pulling away at will. Adamo sat up early going into turn one and wasn't getting on the gas as early out of the corners and Meister knew it was all a game. But the game turned bad for Adamo at the end when a gas tank leak caused him to slow.

The run to the flag was the best of the weekend, the pair side by side over the east banking tunnel, Meister high, Adamo low, with Meister .010 better.

"I really think he would've won. He was just having fun with me," Meister said. "I think he deserves the win. I really think any time he wanted to, he could have pulled away from me. He was just making it an interesting race for the fans. I was riding as hard as I could."

"I may have waited just a bit too long to make my move, but I had a leak in the gas tank. I was losing gas pressure and the bike really wouldn't run. I tried to make a dash for the win at the end, but there wasn't enough gas going into the motor to make it go," Adamo said.

Meister's final win, in Sunday morning's Expert Middleweight Superbike, was a little less taxing.

He and James Leslie left the field behind, though Leslie nearly ended his race prematurely on the opening lap.

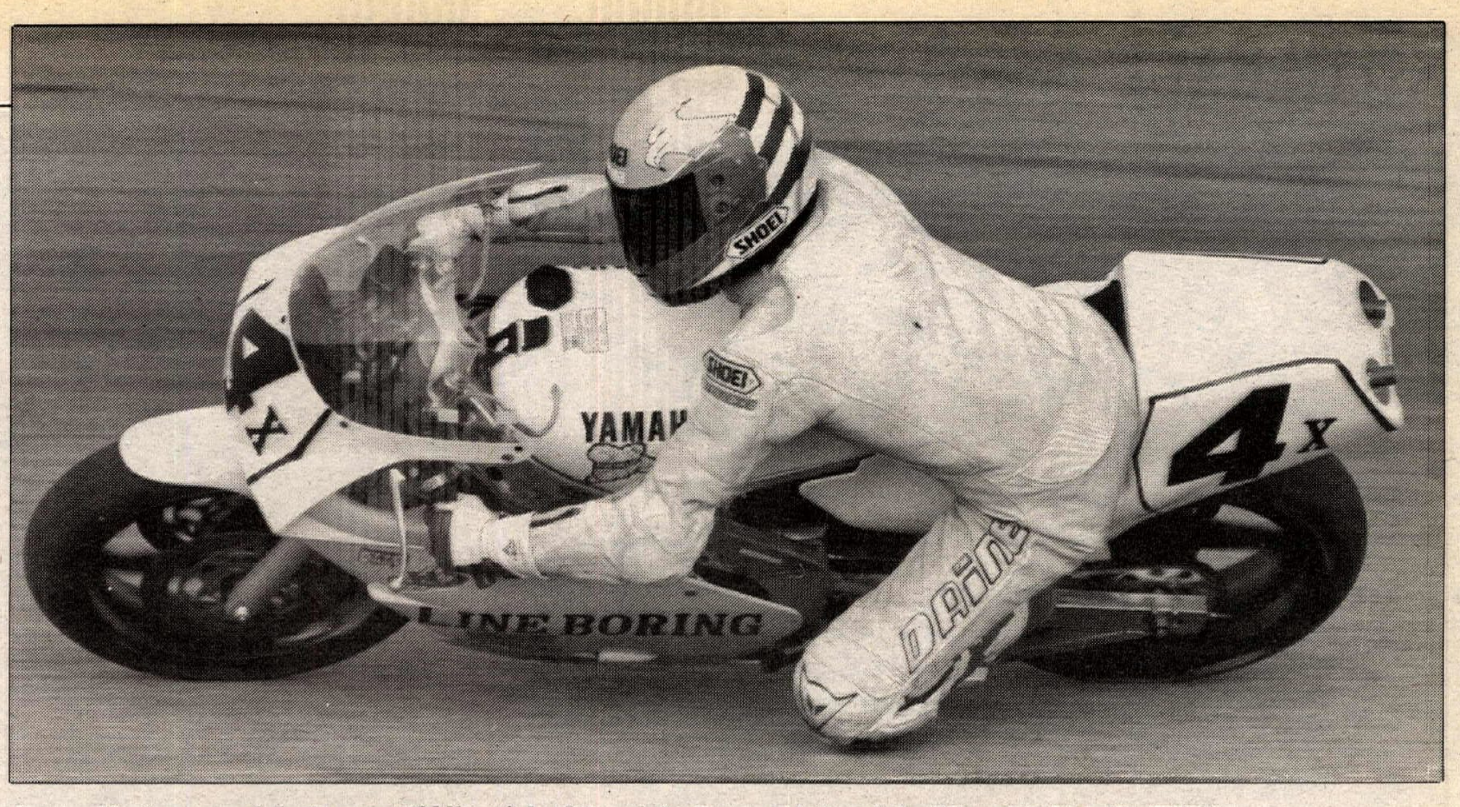
"Leslie had a spectacular incident on the first lap and literally came off the bike, gathered it back up and got back on the gas," Meister said. That occurred as they exited the chicane on the opening lap. "He was high-sided off the bike and it was dragging him on the left side, the bike near the wall. All I could say was, what a save."

Three seconds was the gap to Mark Schellinger in third by the halfway point. But on the sixth lap Leslie was out of the race, motoring slowly through the chicane and cutting through an exit gate and through the infield back to the pits. Meister motored on for his third National title.

"I appreciate every one and I don't take anything for granted," Meister said.

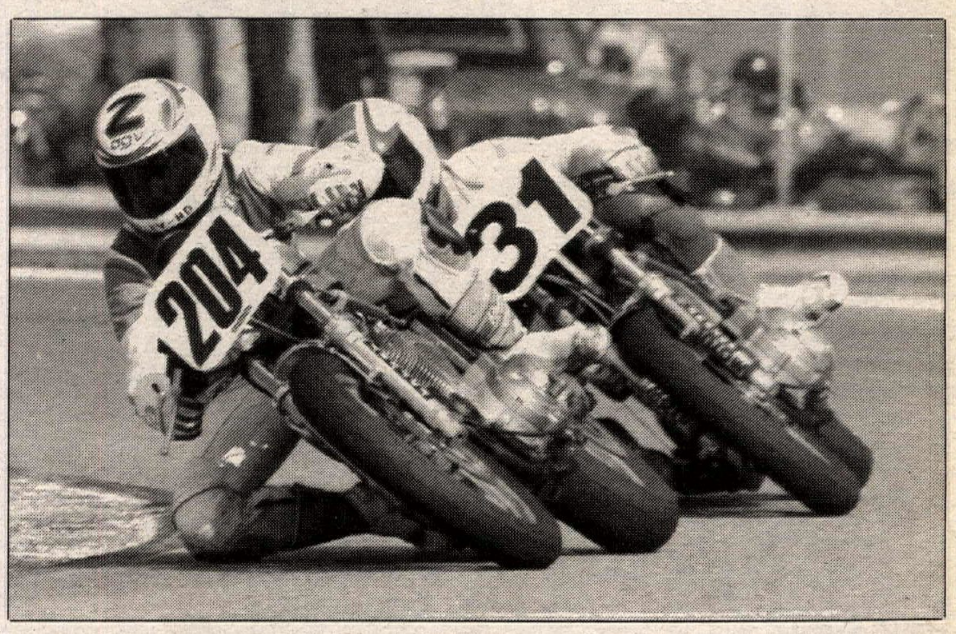
Orlando's Laney Cobb got his first of three wins on Friday and couldn't have been happier.

"I can't believe I won this race," he said, after beating Shawn McNary and Jason Clay to the line in the Amateur Solo GTU. "I work all day, every day, selling attraction tickets on International Drive (in Orlando) so I can race on weekends. I've been racing 13 months and I never rode street bikes before that. I just rode dirt bikes when I was younger. Wow, this is great!"



Jimmy Mosley topped the Expert Middleweight GP and the Expert Lightweight GP on his Yamaha TZ250.

Scott Zampach won the U.S. Twin Sports race, beating Tripp Nobles (31).



It got better. In the Amateur Middleweight Superbike, Cobb was in the front from the start and pulled away quickly, five seconds in hand at the end of the second lap. The margin didn't increase much after that; it was 6.240 at the end with Anthony Barchetti of Old Bridge, New Jersey, taking over second on the sixth lap in heavy traffic. Ft. Lauderdale's Damian Weber got the best of a four-rider fight for third aboard a Yamaha FZR600.

"I finally got it, I got my second National championship title," Cobb said. "I can't tell you how happy I am right now. I just got the lead and that was it. I guess the rest were fighting it out behind me.

"I've got one more race," he continued. "Now I want to win a third title," which is exactly what he did in the Amateur Middleweight Supersport.

Again, he jumped to the early lead and was able to pull out over five seconds by the halfway mark. But soon after that he began to have brake trouble and was forced to slow.

"The front brake quit working about two laps from the finish so I had to keep downshifting to slow myself," he said. "A couple of times, I thought I was going to run off the track. I didn't get much warning I was going to have a problem; one time I grabbed the brake and the lever went way down and the next time there wasn't any.

"I really didn't think I had a chance to win this many titles when we first got here. Now, hey, I'm really happy," he said.

The fight for second was fierce, Tim Bemisderfer holding it much of the race before being moved back at the end when Anthony Barchetti and Jamie Bowman came past to take second and third respectively. CN

Results

FRIDAY

AM SOLO GTU: 1. Laney Cobb (Hon); 2. Shawn McNary (Yam); 3. Jason Clay (Hon); 4. Eric Ochs (Yam); 5. Colin Edwards (Hon); 6. Jamie Bowman (Hon); 7. Anthony Barchetti (Yam); 8. Tim Bemisderfer (Yam); 9. Steven Rushford (Yam); 10. Brian Kcraget (Yam).
Time: 30 min., .04.140 sec.
Average speed: 99.451 mph.
Margin of victory: 13.390 sec.

AM SOLO GTO: 1. Colin Edwards (Hon); 2. Jamie Bowman (Suz); 3. Ralph Rimrott (Suz); 4. Mike Nunn (Suz); 5. Kevin Wiater (Kaw); 6. Richard Perry (Suz); 7. John Murphy (Suz); 8. Scott Dunningham (Suz); 9. Andrew Taft (Suz); 10. Gerard Sharkey (Suz).
Time: 29 min., 30.040 sec.
Average speed: 101.367 mph.
Margin of victory: 40.000 sec.

EX SOLO GTU: 1. Robert Meister (Hon); 2. James Leslie (Hon); 3. Paul Youngman III (Yam); 4. John Jacob (Yam); 5. Bill Hornblower (Hon); 6. Roy Nicholson (Hon); 7. Brian Kent (Hon); 8. Glenn Szarek (Yam); 9. William White (Yam); 10. Evan Semoff (Hon).
Time: 29 min., 22.870 sec.
Average speed: 101.779 mph.
Margin of victory: 1.740 sec.

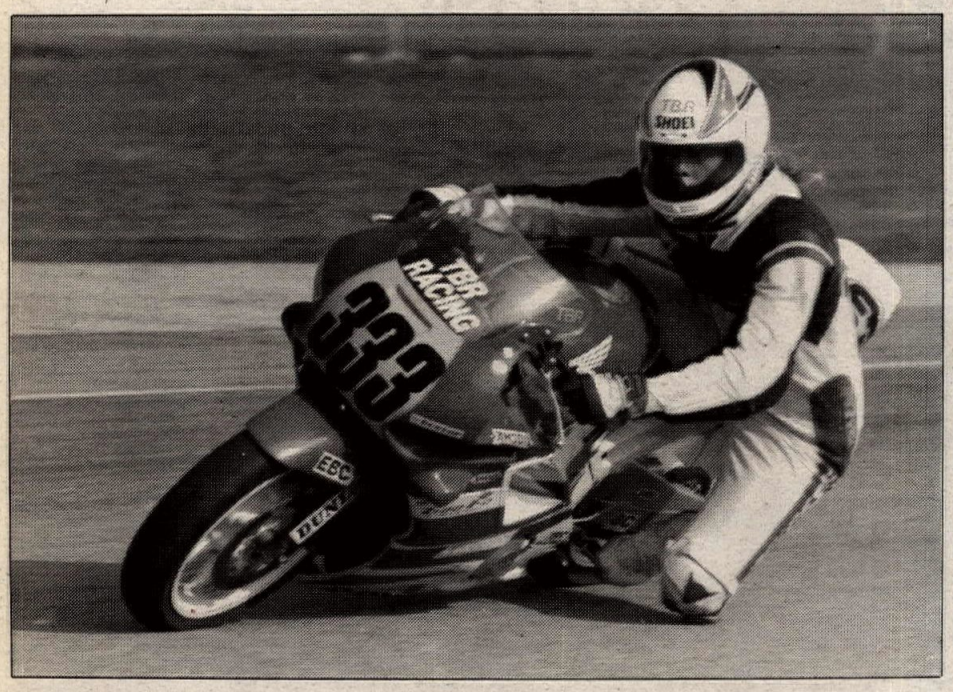
EX SOLO GTO: 1. Rick Kirk (Yam); 2. Donald Jacks (Suz); 3. John Choate (Yam); 4. Marc Matsonneuvf (Suz); 5. Rick Herndon (Suz); 6. Gerald Rothman Jr. (Kaw); 7. Frank Kinsfy (Yam); 8. Dan Hough (Yam); 9. Gary Lenzmfier (Yam); 10. Mike Karm (Suz).
Time: 27 min., 34.090 sec.
Average speed: 108.473 mph.
Margin of victory: 15.310 sec.

SATURDAY

AM L/W S/TW: 1. Mark Pangborn (Duc); 2. Patrick Vanatta (Duc); 3. Josh Zacharias (Hon); 4. Dave Gollon (Cag); 5. Dave Moon (Duc); 6. Michael Lesser (Kaw); 7. Arthur Staples (Duc); 8. Pierre Lacasse (Hon); 9. Ronald Peddicord (Duc); 10. Jim McCarthy (Kaw).

EX L/W S/TW: 1. James McNulty (Hon); 2. Robert Meister (Hon); 3. Daniel Frisbie (Duc); 4. William Shanaman (Duc); 5. Marcus Day (Kaw); 6. William Atkinson (Hon); 7. David Karten (BMW); 8. Joseph Santa Maria (Duc); 9. Michael Belisle (Duc); 10. Tom Dahl (Suz).
Time: 15 min., 50.910 sec.

ROAD RACE AMA/CCS National Championship Sprints



Laney Cobb had a successful week of amateur racing at Daytona International Speedway.

Average speed: 94.343 mph.
Margin of Victory: .650 sec.

AM H/W S/BK: 1. Colin Edwards (Hon); 2. Damian Weber (Yam); 3. Jamie Bowman (Suz); 4. Ralph Rimrott (Suz); 5. Kevin Wiater (Kaw); 6. Mike Nunn (Suz); 7. Paul Harris (Suz); 8. Frank Bonnardel (Suz); 9. James Milroy Jr. (Suz); 10. Brian O'Callaghan (Suz).
Time: 14 min., 37.330 sec.
Average speed: 102.256 mph.
Margin of victory: 26.010 sec.

AM L/W S/SPRT: 1. Max Autry (Yam); 2. Anthony Barchetti (Yam); 3. Ernest Thiel (Yam); 4. Brian Kcraget (Yam); 5. Michael Schuyler (Yam); 6. Christopher Tindall (Yam); 7. Jason Tresslar (Yam); 8. Mike Freeman (Yam); 9. Douglas Farrar (Yam); 10. Shaul Perry (Yam).

EX L/W S/SPRT: 1. Matt Jungklaus (Yam); 2. Matthew Winnacker (Yam); 3. Monty Warsing (Yam); 4. Dan Fullerton (Yam); 5. Tom Dahl (Suz); 6. Terry Bandstra (Yam); 7. David Folz (Yam); 8. Stefan Fielding (Yam); 9. James Cardinale (Yam); 10. Michael Campbell (Yam).
Time: 15 min., 45.520 sec.
Average speed: 94.881 mph.
Margin of victory: .250 sec.

AM M/W GP: 1. Colin Edwards (Yam); 2. Laney Cobb (Hon); 3. Eric Ochs (Yam); 4. Damian Weber (Yam); 5. Shawn McNary (Yam); 6. Steven Rushford (Yam); 7. Charlie Safley (Yam); 8. Glenn Scherr (Hon); 9. Dillard Perry (Hon); 10. Mark Eckenrode (Yam).
Time: 14 min., 52.400 sec.
Average speed: 100.520 mph.
Margin of victory: 0:01.840

EX H/W S/TW: 1. Robert Meisetre (Hon); 2. James Adamo (Duc); 3. Bob Bossardet (H-D); 4. James McNulty (Hon); 5. William Shanaman (Duc); 6. Christopher Gould (MG); 7. David Karten (BMW); 8. David Fine (MG); 9. Joseph Santa Maria (Duc); 10. Michael Belisle (Duc).
Time: 14 min., 50.930 sec.
Average speed: 100.695 mph.
Margin of victory: .010 sec.

AM H/W S/TW: 1. Patrick Vanatta (Duc); 2. Josh Zacharias (Hon); 3. Mike Rossi (Duc); 4. Dave Gollon (Cag); 5. Wes Bladow (Duc); 6. Ronald Peddicord (Duc); 7. Arthur Staples (Duc); 8. Pierre Lacasse (Hon); 9. Dave Moon (Duc); 10. Todd Nordby (Kaw).

EX SPRTSMN: 1. Todd Henning (Yam); 2. Geoffery Freland (Yam); 3. John Lowman (Yam); 4. Tom Dahl (Suz); 5. Chuck Giacchetto (Kaw); 6. Mark Smith (Rtx); 7. David Back (Kaw); 8. Mark Knecht (Yam); 9. Rich Sturgis (Kaw); 10. David McParland (Kaw).
Time: 15 min., 43.030 sec.
Average speed: 95.132 mph.
Margin of victory: 0:09.520

AM SPRTSMN: 1. Robert Snow (Yam); 2. James Reese (Yam); 3. Greg Zartman (Yam); 4. Michael Lesser (Kaw); 5. Todd Nordby (Kaw); 6. Rudolph Raab (Yam); 7. Christopher Rozanski (Yam); 8. Robert Brooks (Kaw); 9. David Bettridge (Yam); 10. Andrew Rowe (Suz).

AM H/W S/SPRT: 1. Colin Edwards (Hon); 2. Jamie Bowman (Suz); 3. Steven Rushford (Yam); 4. Frank Bonnardel (Suz); 5. Ralph Herrero (Suz); 6. Jack Burgess Jr. (Suz); 7. David Roy (Kaw); 8. Brian O'Callaghan (Suz); 9. Michael Crepeau (Suz); 10. Chris Robinson (Suz).
Time: 00:15:07.790
Average speed: 99.372 mph.
Margin of victory: 0:01.460

U.S. TW/SPRT: 1. Scott Zampach (H-D); 2. Tripp Nobles (H-D); 3. Nigel Gale (H-D); 4. Randy Texter (H-D): 5. Shawn Bigbee (H-D); 6. Michael Hale (H-D); 7. John Long (H-D); 8. Bob Bossardet (H-D): 9. Nancy Delgado (H-D); 10. Thomas Moore (H-D).
Time: 16 min., 2.970 sec.
Average speed: 93.162 mph.
Margin of victory: .460 sec.

EX U/L S/SPRT: 1. Jason Pridmore (Suz); 2. Donald Worth Jr. (Suz); 3. Gerald Rothman Jr. (Kaw); 4. Todd Hoge (Suz); 5. Mike Karm (Suz); 6. Pat Sheridan (Kaw); 7. Glenn Szarek (Suz); 8. Louis Saccoccio II (Kaw); 9. Steven Harrison (Kaw); 10. Chris Embler (Kaw).
Time: 14 min., 21.400 sec.
Average speed: 104.137 mph.
Margin of victory: 7.930 sec.

EX L/W GP: 1. Jimmy Mosley (Yam); 2. Chuck Blackmon (Yam); 3. John France (Hon); 4. Pat O'Leary; 5. James Ronan (Yam); 6. Derek Nichols (Yam); 7. Edward Borowy (Hon); 8. Daniel Wisehart (Yam); 9. Neal Kitson (Yam); 10. David Doe (Yam).

AM L/W GP: 1. Colin Edwards (Yam); 2. Richard Herrero (Yam); 3. Michael Schuyler (Yam); 4. Christopher Tindall (Yam); 5. Michael Pisano (Yam); 6. Christopher Rozanski (Yam); 7. Jeffrey Whitmire (Yam); 8. Shaul Perry (Yam); 9. Ernest Thiel (Yam); 10. Jason Tresslar (Yam).

AM M/W S/BK: 1. Laney Cobb (Hon); 2. Anthony Barchetti (Yam); 3. Damian Weber (Yam); 4. Shawn McNary (Yam); 5. Eric Ochs (Yam); 6. Jamie Bowman (Hon); 7. Colin Edwards (Hon); 8. Glenn Schierr (Hon); 9. Brian Kcraget (Yam); 10. Stephen Polizzi (Hon).
Time: 15 min., .860 sec.
Average speed: 99.585 mph.
Margin of victory: 0:06.240

EX L/W S/BK: 1. Todd Henning (Yam); 2. Geoffrey Freeland (Yam); 3. Rick Jackson (Yam); 4. Bob Bossardet (Yam); 5. David Doe (Yam); 6. Monty Warsing (Yam); 7. John Lowman (Yam); 8. Marcus Day (Kaw); 9. Larry Cohee (Yam); 10. Cliff Sawyers (Yam).
Time: 15 min., 41.590 sec.
Average speed: 95.277 mph.
Margin of victory: .820 sec.

AM L/W S/BK: 1. Max Autry (Yam); 2. Anthony Barchetti (Yam); 3. Brian Kcraget (Yam); 4. Christopher Tidall (Yam); 5. Michael Schuyler (Yam); 6. Michael Pisano (Yam); 7. Mike Freeman (Yam); 8. Douglas Farrar (Yam); 9. Christopher Rozanski (Yam); 10. Jeffrey Whitmore (Yam).
Time: 16 min., 1.990 sec.
Average speed: 93.257 mph.
Margin of victory: 6.410 sec.

AM M/W S/SPRT: 1. Laney Cobb (Hon); 2. Anthony Barchetti (Yam); 3. Jamie Bowman (Hon); 4. Colin Edwards (Hon); 5. Shawn McNary (Yam); 6. Tim Bemisderfer (Yam); 7. Eric Ochs (Yam); 8. Brian Kcraget (Yam); 9. Glenn Scherr (Hon); 10. Stephen Polizzi (Hon).
Time: 14 min., 55.710 sec.
Average speed: 100.157 mph.
Margin of victory: 0:01.960

SUNDAY

EX M/W S/BK: 1. Robert Meister (Hon); 2. Mark Schellinger (Yam); 3. Paul Youngman III (Yam); 4. John Jacob (Yam); 5. Brian Kent (Hon); 6. Roy Nicholson (Hon); 7. John Illich (Hon); 8. William White (Yam); 9. Evan Semoff (Hon); 10. Rick Jackson (Yam).
Time: 14 min., 38.470 sec.
Average speed: 102.129 mph.
Margin of victory: 11.990 sec.

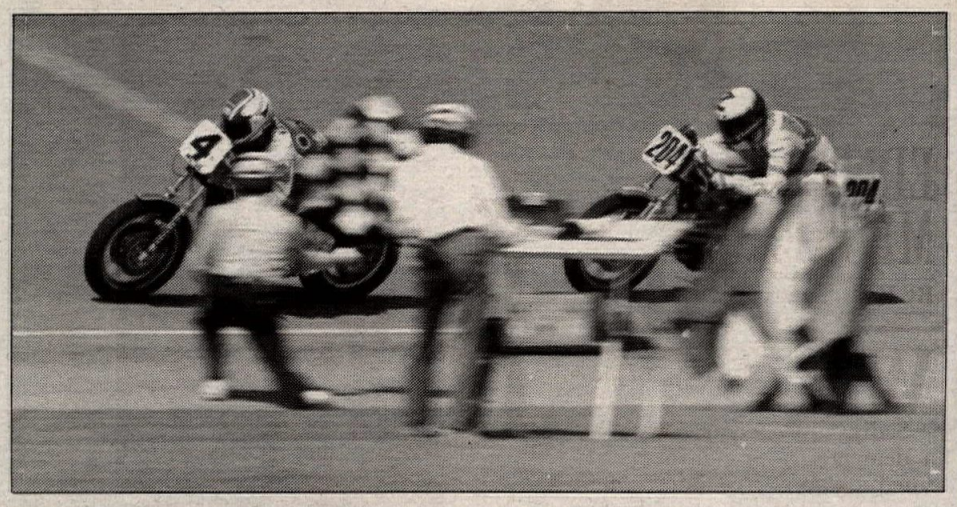
EX H/W S/SPRT: 1. Gerald Rothman Jr. (Kaw); 2. Glenn Darry (Suz); 3. Louis Saccoccio II (Kaw); 4. Pat Sheridan (Kaw); 5. Marc Smith (Kaw); 6. Jason Pridmore (Suz); 7. David Hansen (Suz); 8. Chris Embler (Kaw); 9. Mark Walsh (Suz); 10. Brian Kent (Hon).
Time: 14 min., 25.650 sec.
Average speed: 103.635 mph.
Margin of victory: .380 sec.

EX M/W GP: 1. Jimmy Mosley (Yam); 2. Robert Meister (Hon); 3. Lee Pounders (Hon); 4. Chuck Blackmon (Yam); 5. John France (Hon); 6. Paul Youngman III (Yam); 7. John Jacob (Yam); 8. Roy Nicholson (Hon); 9. Evan Semoff (Hon); 10. Glenn Szarek (Yam).
Time: 14 min., 28.340 sec.
Average speed: 103.314 mph.
Margin of victory: 13.670 sec.

EX U/L GP: 1. Donald Jacks (Suz); 2. James Adamo (Duc); 3. Rick Shaw (Yam); 4. Tripp Nobles (Suz); 5. Fritz Kling (Suz); 6. Eric Moe (Hon); 7. Christian Gardner (Yam); 8. Gerald Rothman Jr. (Kaw); 9. Marc Smith (Yam); 10. Dan Rough (Yam).
Time: 13 min., 40.520 sec.
Average speed: 109.336 mph.
Margin of victory: .820 sec.

EX M/W S/SPRT: 1. James Leslie (Hon); 2. Paul Youngman III (Yam); 3. Brian Kent (Hon); 4. Lee Pounders (Hon); 5. John Illich (Hon); 6. Glenn Szarek (Yam); 7. John Jacob (Yam); 8. Greg Hutcheson (Yam); 9. Larry Goldstein (Yam); 10. William White (Yam).
Time: 14 min., 39.530 sec.
Average speed: 102.000 mph.
Margin of victory: 6.340 sec.

EX H/W S/BK: 1. James Adamo (Duc); 2. Eric Moe (Hon); 3. Christian Gardner (Yam); 4. Bruce Nield (Hon); 5. Gerald Rothman Jr. (Kaw); 6. Marc Smith (Kaw); 7. Glenn Szarek (Suz); 8. James Pennington (Suz); 9. Louis Saccoccio II (Kaw); 10. Angelo Nicholes (Suz).
Time: 13 min., 54.150 sec.
Average speed: 107.549 mph.
Margin of victory: 13.100 sec.



Nobles (4) beat out Zampach (204) in the Harley-Davidson Twin Sports race.

Nobles nips Zampach in Twin Sports race

By Henny Ray Abrams

DAYTONA BEACH, FL, OCT. 20

Tripp Nobles thought he was in the wrong place coming out of the chicane on the last lap of the Harley-Davidson Twin Sports race at Daytona. He thought he should be leading, let pursuer Scott Zampach draft by him, then catch his draft and fly by at the flag. But when Zampach passed him entering the chicane, the plan changed.

"I came up a bit short on shutting him out in the chicane. So, I had to follow him through and hold off until just the right place to get by so he couldn't draft back past and take the win," Bartels' H-D-backed Nobles said. "I had to wait until the very last minute and go to the bottom of the race track to make Scott have to go high if he wanted to get back around. What really won it for me was the long run to the flag here. Once I got past Scott, I figured I could win, but I kept an eye on him anyway."

Nobles' offical margin of victory over the Tilley Harley-Davidson of Zampach was .090 seconds at the end of the seven-lap, 25-mile race, round 10 of the Twin Sports series. The race took the Georgian 16:04.510 minutes to complete at an average speed of 93.013 mph.

Nigel Gale was a close third on the second Bartels' entry with James Leslie (Moromey's Cycle) holding off number one plate holder Randy Texter (Lancaster H-D) for fourth.

Since the second race at Road Atlanta, Zampach and Nobles have split all of the wins with Zampach taking a one point lead, 183 to 182, into the final round at Miami on November 10.

Zampach took the lead at the start, heading a four-rider pack that quickly put ground on fifth place. Nobles, Texter, and Gale followed, with Leslie just off the pace, and the top four swapped positions several times a lap. No one seemed to have an advantage, though Nobles said in one place he was at a disadvantage.

"Scott's bike (a '90 model 883 Sportster) has a four-speed transmission, where Nigel and I have ('91 model) five-speeds. The four-speed bikes come out of the chicane a lot better than ours," said Nobles, whose engine was built by Vic Fasola.

Zampach led at the end of the first and second laps, Nobles taking the lead at the end of the third, Leslie nearly crashing going into the first turn, slowing Texter behind him.

As the halfway flags were shown at the end of the fourth lap, the top three of Zampach, Nobles, and Gale had over 3.5 seconds on the Leslie-Texter duel. Zampach said he could feel the pair behind him.

"It was like putting the brakes on having two bikes drafting off me," he said. "I was losing about 800 rpm on top end and with these bikes, that's a lot."

The order was the same at the end of the fifth and sixth laps — Zampach, Nobles, Gale — and didn't change as they headed into the chicane on the final lap. Exiting the chicane for the final time, Gale didn't get a good a drive as the leaders and lost their draft, and a chance for the win.

It came down to one final drafting maneuver, Nobles slipping by as he and Zampach came out of the east banking for the run to the flag. Afterwards, Zampach found himself second-guessing his own strategy.

"On the last lap, they were so close and Tripp worked the draft really well," he said. "It was kind of a guessing game at that point on the last lap as we came to the finish. I guess I could have slowed so I was third out of the chicane and then, maybe, I would have been the one drafting past to win. That's racing."

Gale said, "I guess I had the best seat in the house back there in third. It was quite a race. Scott and Tripp are running for the title, so, in the end, I figured I'd stay in there, but let them race for the win if I couldn't be a factor."

The day before the Twin Sports race, the same racers competed in the AMA/CCS U.S. Twin Sports race and, though the margin of victory was slightly larger, .460 seconds, the quality of racing was no different, though the results were.

Zampach took the win in Saturday's race, not allowing Nobles to do to him what he would do the next day.

The lead belonged to the Georgian for most of the race, Zampach and Gale in his shadow, Texter a second back.

Nobles led across the line on the white flag lap, Zampach taking the lead on the final lap and holding it through the chicane. They exited onto the banking, taking it high up to the wall, with Zampach holding the advantage across the line.

"I really had to keep my momentum up, but it seemed like Scott got just a bit more drive out of the chicane on the last lap and that was that," Nobles said.

Gale finished third with Texter a close fourth. CN

Results

H-D TW SPRT: 1. Tripp Nobles (H-D); 2. Scott Zampach (H-D); 3. Nigel Gale (H-D); 4. James Leslie (H-D); 5. Randy Texter (H-D); 6. Shawn Higbee (H-D); 7. Michael Hale (H-D); 8. Eric LaCruze (H-D); 9. Bob Bossardet (H-D); 10. John Long (H-D).
Time: 16 min., 4.510 sec.
Average speed: 93.013 mph.
Margin of victory: .090 sec.

H-D TWIN SPORTS POINT STANDINGS: 1. Scott Zampach (183); 2. Tripp Nobles (182); 3. Nigel Gale (138); 4. Randy Texter (104); 5. Richard Koehler (67); 6. Michael Kraft (60); 7. Andy Fenwick (48); 8. Chuck Blackson (42); 9. Shawn Higbee (39); 10. James Leslie (36); 11. Darrell Jones (34); 12. Michael Hale (32); 13. Eric La Cruze (30); 14. Nancy Dalgado (25); 15. Kevin Rentzell (24); 16. Pat Moroney (23); 17. Devin Battley (20); 18. Jon Stauffer (18); 19. Brett Donahue (17); 20. Will Roeder (15).

EDITOR'S MEGAPHONE

By Paul Carruthers

Wayne Rainey is home now, his second 500cc World Championship secure.

Sadly, though, his return trip from a demanding Grand Prix season featured a stopover in San Francisco and an operation on a badly broken right leg. Consequently, the likeable Californian isn't able to enjoy his well-deserved off-season in the manner he'd like.

Instead of playing golf, riding his motocross bike, or driving his go-kart, Rainey is spending his days going through intensive, eight-hour-a-day rehabilitation sessions in an effort to bring strength back to his broken leg.

A pre-race crash while testing tires in Malaysia was the unfair conclusion to a splendid season, but Rainey's spirits remain high as he prepares for an assault on a third world title in 1992.

"I've got some time off, but this isn't the way I really want to spend it," Rainey said in between rehab assignments from his home in Downey. "We've got some time, so we're just easing in to it."

Rainey isn't a crasher, never has been. His squeaky-clean record sparkles. "It was my first cast in 22 years of racing, so I've been real fortunate," he says.

When crashers crash, no one looks for reasons why. When Rainey crashes, the question has to be asked. What happened?

"I got off line and it was slick," Rainey explains. "(Niall) Mackenzie called me last week and he was the only one that saw it. He said it looked like my leg hit a curb. I don't know, it just shook the bars out of my hands . . .

"I don't think my concentration level was as high as it should have been. It was in a test session; I was trying new Japanese Dunlops that nobody else was interested in testing. I guess I just wasn't at a high concentration level."

The first step to normality is complete — the cast has been removed, and the leg "feels pretty good." The next phase of rehabilitation will require hard work, but Rainey's used to working hard. And he won't do it alone. Marlboro Yamaha trainer Deal Miller is currently a working house guest.

It's likely that Rainey's first ride on the Marlboro Yamaha YZR500 will be in pre-season tests in January, though he's not going to make the mistake of getting back on too soon.

"I don't want to ride until I know I can put my knee down, until I know I could crash and not hurt myself. I'll only do it when I'm 100 percent."

First things first. And now Rainey is just, "looking forward to walking around again."

The racing will come soon enough. In the meantime, Wayne and his wife Shae will make the best of things. The ground was recently broken at the construction site on the Monterey Peninsula where they will soon begin building their new home, almost in the same neighborhood as Laguna Seca International Raceway — the site where Rainey won his third straight U.S. GP in April.

Through it all, there's one thing the broken leg hasn't changed. Wayne Rainey is still 500cc World Champion.

"That's the best part of this whole mess." CN

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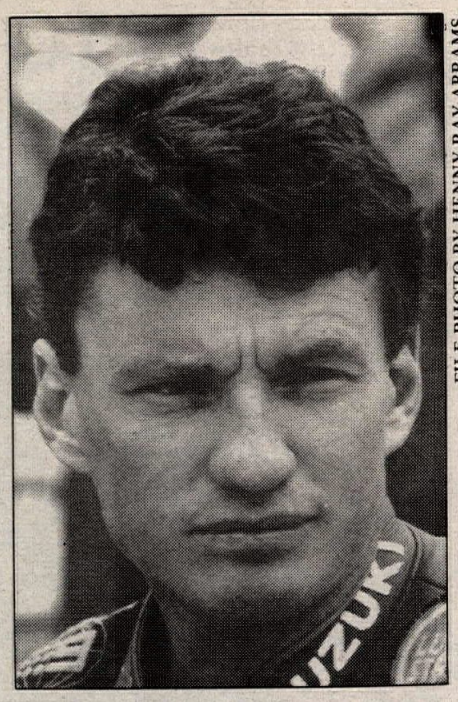
ROAD RACE World Championship Superbike Series: Final round

FILE PHOTO BY PAUL CARRUTHERS

Doug Polen won one race at Phillip Island and finished second in the other.



FILE PHOTO BY HENNY RAY ABRAMS

Australian Kevin Magee won the first of two legs in his homeland.

Polen, Magee stage thriller Down Under

By Bruce Newton

PHILLIP ISLAND, AUSTRALIA, OCT. 20

It just doesn't get better than this. The final round of the 1991 Diesel Jeans Superbike World Championship at Phillip Island made up for much of what had gone before it. The best racing of the year? Without a doubt.

According to some observers who can remember back to 1988, it could have been the greatest racing ever seen in the series.

The stars were new World Champion Doug Polen and Aussie hero Kevin Magee. Polen earned the crowd's respect for giving his all rather than just riding around. Magee earned their adoration by beating him in race one by an impossibly close margin and then nearly doing the same in race two.

Their battle culminated on the last lap of the second race when they twice traded the lead in breath-taking style, Magee's superb, ballsy, move to outbrake Polen at Honda Corner repaid by the Texan's spine-tingling dive up the inside as they accelerated through a fast sweeping right-hand turn.

This was proof of what the World Championship Superbike Series can be. We had two of the best riders in the world — surely both must rank somewhere in or very close to the top 10 — riding finely-tuned factory motorcycles at or close to their limit.

Afterwards, the crowd spilled onto the circuit to salute their hero and applaud his tormentor. It was a scene reminiscent of Phillip Island's GP glory days and sent a shiver of excitement through anyone who believes in the four-stroke World Championship and its potential.

Both men richly deserved their accolades. Magee's best ride since he began his laborious comeback from injury earned him the distinction of being the only non-Ducati rider to win a race this year (bar the Canadian round where the vast majority of front-runners did not compete). Polen became the first foreigner to win a race in the history of the Australian round of the series and he did it at a difficult and subtlely intricate race track after just three hours practice.

The rest were reduced to a support cast in the end, although New Zealander Aaron Slight had demanded star status in race one by battling with Polen and Magee throughout. A crash after a clash with Stephane Mertens eliminated him in race two.

His Team Kawasaki teammate, Rob Phillis, with third in the championship secured already, had a strange and disappointing weekend on home soil. Nevertheless, he still managed to finish third highest points scorer on the day.

He just defeated fellow-Australian Malcolm Campbell, who rode like the wind on the Rothmans Honda. Mertens, by contrast, concluded a depressing season with an ordinary day.

Despite being staged on a Saturday, the race attracted a solid 10,500 crowd on a perfect Phillip Island day and became a triumph for the circuit owners and the much maligned Auto Cycle Council of Australia, who had jointly taken the reins to continue with the meeting after former promoter Bob Barnard's financial problems had nearly forced its cancellation.

There were some problems. The race was not supported by the internationals, with just three making the long, expensive trip. Controversially, 1990 World Champion Raymond Roche gave up his last chance to wear the number one plate by pulling out at the last minute.

Then there was the finish of race one. It was officially given to Magee by 0.05 seconds, but Polen protested the result, honestly believing that he had won or it had at least been a dead heat. His protest was rejected by the FIM International Jury, but the situation exposed the question marks that can be raised when hard-actuated timing rather than beam-tripped sensors are used.

Qualifying

Phillip Island can be motorcycling heaven when the weather is right and for practice and qualifying it was. Blue skies, gentle seaside breezes and the normal stunning views greeted the few internationals who made the long, expensive trip from Europe and America.

Polen, Mertens and Dutchman Jeff De Vries were the sum total. As it turned out, all three made an impact, the two Ducati riders by qualifying on the front row and the Yamaha rider with a spectacular crash on Saturday afternoon.

Polen took pole number 10 on the Fast By Ferracci Ducati after an intense battle with Slight, the latter fastest on Friday and Saturday morning, the former securing the number one spot with a single flier on Dunlop race tires in the final session.

Polen's fastest lap was 1 minute, 37.94 seconds — 1.14 seconds under the lap record — and it came after a typical two days of data gathering and consistently dropping times at yet another circuit he'd never ridden at previously.

His only hiccup came in the first qualifying session when he went out for a quick time only to find the bike refusing to pull cleanly off the corners because there was virtually no fuel in the tank.

He was also using the 6.5-inch rear rim for the second consecutive meeting and lauded the improvments it made in tire wear, side grip and contact patch.

Slight lost the plot in the final session after making consistent progress, by trying a trick rear tire that never wanted to work: "I stayed out there too long and by the time they called me in and I changed tires it was too late."

Nevertheless, the Kiwi still clocked a 1:38.16 and remained undaunted by Polen's pace, although the Ducati's power to weight advantage concerned him: "I'll have to get the start because they're so difficult to pass," he said. Campbell, riding for the first time this year without a splint on the leg he's broken twice in the last 11 months, did a magnificent job to take third on the grid on the Rothmans Honda.

"We've had no help from the factory this year so we've done a pretty good job on old stuff," Campbell explained, adding that he was not confident of victory against the Ducatis and Kawasakis: "I'd say if I can finish third I've done a bloody good job."

Fourth was Phillis, seemingly distracted by his Sunday World Endurance Championship finale commitment. On Thursday he'd been disgruntled with the setup of the bike, on Friday things improved and on Saturday he was still making changes to the front end to try and make the bike steer the way he wanted.

Much more relaxed, for once was Stephane Mertens. A qualifying tire run netted him the final time under the lap record.

Magee was sixth, adjusting back from a 500 to his Dunlop-shod, Peter Jackson-liveried factory superbike and as at the Sugo superbike round working to fine tune the suspension to allow him to run in deep and maintain mid-turn speed rather than try and spin the rear up and square off the turns as on a 500. Work centered on the rear end, which he complained was "tying the bike in knots" off the turns..

Magee was also battling with three bones dislocated in his right foot. He suffered the injury at the TBC Big Road Race when he ran the foot over and then aggravated it at the Superprestigio in Spain the weekend before Phillip Island. "It's really bad through rights, lucky there's not many of them," he said.

Teammate Scott Doohan had suffered a dreadful run, blowing an engine on Thursday and being forced to spend much of the meeting on the spare bike, as his repaired machine then suffered electrical problems which were eventually traced to the ignitor box. By race morning he was back on his number one bike.

Rounding out the top 10 were the Ducati rider Roy Leslie — last man below 1:40 — Steve Martin on the Mick Hone Suzuki, the GSXR breaking fifth-gear in session one and preventing him from going out in the afternoon, and Doug Pitman, the Telecom Yamaha suffering clutch problems (bent push-rod Thursday and slipping on Friday) and then a cam chain broke in the second qualifier on Saturday, forcing him to install his endurance race motor for Saturday.

De Vries had the crash of qualifying after the rear end flicked around. He hung on grimly to the handlebar as the bike dragged him along, but eventually dropped to the ground while the Henk De Vries Racing Yamaha went on into the bank. Damage was limited to the fairing and a steering damper and Jeff's pride: "I think it was my fault," he conceded.

Race one

The weather was even better on race day and it matched the sunny mood of Kevin Magee, who with more suspension changes had recorded fastest time in the warm-up, a 1:38.57.

As it turned out, it was an ominous sign for his rivals and he quickly burst into second behind Slight with Polen completing the top three on lap one. Phillis, Campbell and Mertens were close behind while Martin was leading the rest. Doohan had made a poor start and found straightaway that carburation changes made after the warm-up just weren't working.

Slight led the early laps as the top six jockeyed for position, Mertens and Campbell alternating in the tail-gunner spot as they rapidly drew away from the rest.

On lap six Magee moved into the lead, Polen went into second and Phillis third as Slight elected to conserve: "I decided to watch rather than tow them around and try and save the tires."

A lap later it was Polen's turn and two laps after that Phillis had a brief go at the lead before Polen again took over. At the halfway mark Polen, Magee and Slight were together and Phillis headed Mertens and Campbell a short distance further back. Behind them Doohan was just leading Martin with Leslie all alone.

All of a sudden Phillis' challenge crumbled and he dropped right to the back of the leading group, upsetting Campbell in the process.

"He waved me past and was in my road at the same time," fumed the Honda rider. "I could stick with them while I had the tow, but once I lost them, that was it."

Phillis said he slowed because, "I just didn't feel right. I had a break in the middle and then had a go again at the end. I wasn't happy with the rear so I cooled it to let the tire come good again."

So from lap 12 the leading group became four, with Magee doing the leading, Slight second and Polen and Mertens chasing along behind. It was noticeable that Magee's Yamaha, which had been the slowest of the group at the Sugo round, was not lacking for speed now: "I complained after that and they put it on the dyno and found it was down on power," Magee had explained, "They promised me it would be better for here."

On lap 18 Mertens dropped out of the battle when his usual problem with false neutrals flared. He nearly crashed, lost his confidence and fell back into the clutches of Campbell and Phillis.

The lead group was now three and the one struggling was Slight, the ZXR battling to match the speed of the Yamaha or the Ducati: "The Yamaha was just that little bit faster, I couldn't pull out of his slipstream but he could pull out of mine. I didn't know what to do, I couldn't come up with a race plan."

Polen was not completely happy either: "I was having a wheelspin problem coming onto the front straight, so I had to keep the pack cool in the lefts so I'd have the drive onto the straight when I needed it toward the end."

Nevertheless both were able to record faster laps than Magee, Polen doing 1:38.12 on lap six, Slight the same on lap 12, Magee and Phillis managed 1:38.32.

For the last few laps the lead three foxed, waiting for the final, inevitable, sprint to the line. Onto the straight it was Magee, Slight — who had tried and failed to get by him during the last lap — and Polen, his run slowed by lappers on the last lap. The Kawasaki drew up to the Yamaha, which was hugging the right side of the track, but couldn't make it stick. Polen had to back off momentarily as he figured out which way to go and then dived between them.

At the line they were virtually inseparable, the hand triggered computer timing gave the win to Magee by 0.05 of a second, with Slight another 0.08 further back. But with an error margin of up to 0.07 in the system, that could not be trusted. Instead the line judge and a 100% consensus of the timekeepers gave the win to Magee.

Polen did not agree and lodged a protest which the FIM International Jury rejected. The various TV replays couldn't provide a definite conclusion either.

"I thought I won," said Magee. "I figured he just pulled out a split-second too late. He can protest if he likes but he should have been three miles in front in first, I reckon.

"I knew I had to be right up there from the start," he added, reflecting on his first win since the 1989 SuzukaEight Hour. "I didn't want to shag the tires catching up."

Phillis came home fourth, waking up in the last few laps to pass both Campbell and Mertens, the Honda rider stymied by his lack of grunt against the Ducati.

Martin had a similar problem with Doohan, able to close up but unable to get by. Leslie was just happy to finish, while De Vries retired with the bike running on two cylinders, Guest blew a head gasket and Pitman lasted only a lap before a con-rod broke, forcing him to bolt in his third engine of the meeting.

Race two

If the first race left everyone searching for superlatives, the second deserved all of that and more, building throughout to a tremendous final lap climax.

Polen, who had gone to a much harder compound rear tire won the start from Mertens, Phillis, Magee — who was again using the same rear as Polen — Campbell, Slight, Stroud, Martin and Doohan, the latter back on his spare bike.

Behind the lead group chaos broke out in the first turn as the throttle stuck open on Leslie's Ducati in fourth gear. He went down and the bike hit Matt Blair's Suzuki: "Next thing I knew Roy was in front of me sliding down the track with his legs spread in front of my front wheel," recalled Blair.

"Somehow I didn't hit him."

Once they got to grass Blair went down as well, although he suffered no serious injury, while Leslie punched a hole in his right hand.

Fortunately, the mess was well clear of the track and the race wasn't stopped. Over these early laps Polen eked out a few 10ths as Phillis, Magee, Campbell and Slight bunched up behind Mertens.

Phillis, feeling the pressure, began hunting for a way around the Belgian but couldn't make it stick under brakes. On lap six he made a big run down the outside at a corner only to run off: "I got past him but I didn't make the corner," explained Robbie later. "I would have got him except that I locked up the rear wheel."

Phillis rejoined the track in seventh, right behind Doohan, and now it was Magee's turn to attack Mertens, completing the pass in efficient fashion at the end of the front straight as they completed lap seven.

By this stage Polen had a 1.59 second lead and by lap 10 it was out to 2.07 seconds, but it was destined to stretch no further.

Nor was Slight destined to finish the race, trying to stick it up the inside of Mertens in a corner and coming off by far the worse, tumbling to the ground claiming that the Belgian had taken his front wheel out from under him. Campbell, who watched it all and had to take to the grass to avoid the grounded Kiwi, didn't agree, saying that he had simply been over-ambitious, while Mertens said that Slight had hit him!

Whatever, the incident also seemed to trigger the end of Mertens' challenge as the Ducati lost power and he gradually dropped back to finish a lonely sixth.

For the remainder of the race the interest well and truly lay at the front as Magee surged toward Polen, erasing his advantage completely by the 15th lap and taking the lead for the first time on lap 16.

"I was balls out, I was getting out of shape," was Magee's explanation of his fight back. To watch him was to believe, the Yamaha running perilously close to the edge of the track in the fifth gear sweeper.

Polen could go no harder either: "I was having some pretty good slides and Kevin was getting a little closer so I decided to cool the tires and run with him for awhile."

For the next few laps as the two of them planned for the last lap dash they felt each other out, the lead often swapping into the first turn.

Behind them, another great battle was taking shape between Phillis and Campbell. The Kawasaki rider had managed to get back in front of Doohan for sixth, which became fourth after Slight's crash. Then he ran wide again to allow Doohan back into fourth before he reasserted himself and began to pull away as the front-end of the Yamaha lost grip. Campbell was flying, and reeled in Doohan and then Phillis and these two settled down for the fight to the flag.

But the primary interest was the last lap lead battle, and both riders wanted to lead onto the straight for the final sprint. Polen led as they dived into the first turn but off the sweeper Magee gunned the Yamaha to the inside, braked deep into the turn and took the lead, a rare experience for the Texan to be passed in such a situation.

Up to the Siberia turn they went, but from the exit Magee had a slide and Polen went past him for the lead even though Magee showed him his wheel and tried to hang on.

He couldn't. Polen led onto the straight and won by 0.23s; "It was pretty tough at the end and I figured it would be best to lead on and he wouldn't have been able to catch me."

Added Magee: "I was surprised he let me by at Honda Corner, but maybe he didn't have a choice. I thought he'd come through after I had my slide out of Siberia."

Phillis held off the frustrated Campbell for third, with Doohan a lonely fifth ahead of Mertens. A strong ride gave Martin seventh, ahead of O'Connor, Pitman and Guest. DeVries completed an ordinary weekend by retiring when the front brake lever mount bolts unwound. CN

Results

QUALIFYING: 1. Doug Polen (1 min., 39.08 secs.); 2. Aaron Slight (1:38.16); 3. Malcolm Campbell (1:38.56); 4. Rob Phillis (1:38.64); 5. Stephane Mertens (1:38.79); 6. Kevin Magee (1:39.11); 7. Scott Doohan (1:39.45); 8. Roy Leslie (1;39.56); 9. Steve Martin (1:40.35); 10. Doug Pitman (1:40.74); 11. Michael O'Connor (1:40.94); 12. Martin Craggill (1:41.74); 13. Matt Blair (1:41.77); 14. Jeffrey De Vries (1:41.89); 15. Peter Guest (1:41.93); 16. Eddie Kattenberg (1:42.32); 17. Shawn Giles (1:42.73); 18. Andrew Stroud (1:43.13); 19. Stephen Tozer (1:34.28); 20. Chris Bombardiere (1:43.54); 21. Jan Short (1:43.54); 22. Bruno Bonhuil (1:43.97); 23. Jean-Michel Mattioli (1:44.02); 24. Tony Rees (1:44.17); 25. Mark Fissenden (1:44.25); 26. Andrew Roberts (1:44.91); 27. Michel Bubb (1:45.03); 28. Robert Vanolini (1:45.63); 29. Christopher Price (1:45.72); 30. Russell Josiah (1:46.27); 31. Mark Draper (1:46.88); 32. Philippe Monneret (1:48.23).

RACE ONE: 1. Kevin Magee (Yam); 2. Doug Polen (Duc); 3. Aaron Slight (Kaw); 4. Rob Phillis (Kaw); 5. Stephane Mertens (Duc); 6. Malcolm Campbell (Hon); 7. Scott Doohan (Yam); 8. Steve Martin (Suz); 9. Roy Leslie (Duc); 10. Michael O'Connor (Hon); 11. Andrew Stroud (Kaw); 12. Shawn Giles (Hon); 13. Martin Craggill (Hon); 14. Matt Blair (Suz); 15. Eddie Kattenberg (Kaw); 16. Andrew Roberts (Yam); 17. Jan Short (Suz); 18. Tony Rees (Yam); 19. Stephen Tozer (Hon); 20. Mark Fissenden (Hon); 21. Russell Josiah (Kaw); 22. Robert Vanolini (Hon); 23. Christopher Price (Hon); 24. Mark Draper (Kaw).
Time: 36:22.23.
Distance: 22 laps, 60.67 miles.
Average speed: 100.037 mph.
Margin of Victory: 0.05 sec.
Fastest Lap: Doug Polen (lap 6)/Aaron Slight (lap 12), 1 min., 38.12 sec./101.184 mph.

RACE TWO: 1. Doug Polen (Duc); 2. Kevin Magee (Yam); 3. Rob Phillis (Kaw); 4. Malcolm Campbell (Hon); 5. Scott Doohan (Yam); 6. Stephane Mertens (Duc); 7. Steven Martin (Suz); 8. Michael O'Connor (Hon); 9. Doug Pitman (Yam); 10. Peter Guest (Yam); 11. Shawn Giles (Hon); 12. Martin Graggill (Hon); 13. Ian Short (Suz); 14. Tony Rees (Yam); 15. Andrew Roberts (Yam); 16. Mark Fissenden (Hon); 17. Russell Josiah (Kaw); 18. Christopher Price (Hon); 19. Robert Vanolini (Hon); 20. Mark Draper (Kaw); 21. Michael Bubb (Hon); 22. Andrew Stroud (Kaw).
Time: 36 min., 26.48 sec.
Distance: 22 laps, 60.67 miles.
Average Speed: 99.89 mph.
Margin of Victory: 0.31 sec.
Fastest Lap: Jeffry De Vries (lap 5), 1 min., 38.23 sec./101.072 mph.

MOTOCROSS Masters of Motocross Series: Round 1

Jean-Michel Bayle scored the win at the opening round of the Masters of Motocross.

Runner-up Belgian Stefan Everts traded 1-2 moto finishes with Bayle.

Former 125cc World Champion Donny Schmit, from Minnesota, was third.

Bayle triumphant in France

By Alex Hodgkinson

VILLARS-SOUS-ECOT, FRANCE, OCT. 20

Jean-Michel Bayle just keeps on winning! One week after he completed his unprecedented sweep of AMA National Championships, the 22-year-old Frenchman was a resounding winner of the Elf-sponsored opening round of the Chesterfield Masters of Motocross in eastern France.

With only a handful of other riders from the U.S. circuit crossing the Atlantic for the series opener, the rest of the top 10 placings were taken by GP stars. Belgium's 125cc World Champion Stefan Everts provided the stiffest opposition to the all-conquering Bayle and actually led him home in race two of the three-moto event.

Donny Schmit, the Minnesota native who captured the 1990 125cc World Championship, shot into the lead of the first race chased hard by Bieffe Suzuki teammate Everts. Two potential leaders were eliminated during the first half lap when Frenchman Yves Demaria cartwheeled into the fence halfway along the start straight after touching a rival, and American Mike Fisher slipped off a few hundred yards later and was effectively eliminated for the day.

The KTM USA rider explained: "The fall was nothing, but I landed on my left shoulder, which I hurt earlier this summer." Fisher started race two but pulled out after just two laps in too much discomfort to continue. After taking pain-killers he completed the final moto 21st.

Other riders in trouble early at a fast track where it was extremely difficult to come from the back were Dave Strijbos and the other Americans.

"I missed the brakes going into a turn after a downhill jump," Strijbos explained.

Jeremy Buehl, feeling his way in a rare outing on a 250 and in Europe for the first time, fell in a downhill turn, and Larry Ward was way back after taking avoiding action. Schmit also made a mistake halfway around the first lap and it proved costly.

"That was my only mistake all race, but it was all Stefan needed to pass me," said Schmit. "Bayle was just too fast."

Schmit was down to third at the end of the first lap as Bayle came through after exiting the first turn fifth. Everts was riding magnificently, but even he had no answer to Bayle, who charged past the Belgian on the second lap.

"My compliments to Jean-Michel," said the 125cc World Champion on the podium. "I rode well, but he was better. He rode so smoothly. But perhaps I can beat him later in the day."

The first three across the finish line were so dominant that even third-place Schmit led fourth man John Van den Berk by 40 seconds at the checkered flag. Holland's Van den Berk had spent more than half the race desperately trying to find a way round Italian Alessandro Puzar.

"Right from the early laps it was clear that Puzar was in trouble, but he was riding such strange lines it was impossible to pass," said Van den Berk.

The Italian eventually quit after 20 minutes, and, although he started race two, he was soon back in the paddock and the Chesterfield Suzuki loaded up to go home. Team manager Michele Rinaldi explained: "Sandro was having problems with his knee yesterday. We do not know what is wrong and we will go to see a specialist tomorrow. It is the same knee which was operated on (earlier this year) and it looks as though he will have to take a month off from motocross to let the knee heal properly. This is a nice race, but it is not the World Championship and we cannot risk further damage to the knee."

Finland's Pekka Vehkonen was a typically consistent fifth after withstanding a late challenge from Belgian Marnicq Bervoets, while 500cc World Champion Georges Jobe was most unfortunate after proving that he could adapt to riding a 250 again by holding sixth ahead of Bervoets for most of the race.

"My chain derailed in mid-air at the top of the long uphill, just as it did on the 500 at the German GP in July," said Jobe.

The second race saw Everts take revenge.

Bayle was ninth away from the start and even he couldn't hope to challenge Everts from there. Schmit had gotten the holeshot, but Everts needed no mistakes by the American this time as he made a marvelous inside-switch pass on lap two before sprinting away to the win.

After advancing two places on each of the first two laps, Bayle found stiff resistance in the shape of Van den Berk. It took him 10 minutes to get past the determined Dutchman and the race was nearly 20 minutes old before he displaced Strijbos from third.

It was clear to see that, even on an open track, Bayle couldn't gain on the leading Suzukis around most of the course, but he was gaining about two seconds a lap on all except Everts around the tight turns just after the finish line. He used his advantage there to close on Schmit before mounting an outside-inside pass through some hillside loops in front of the cheering gallery of 15,000 spectators.

There were just two laps remaining however, and Everts was eight seconds clear, an advantage he retained on Bayle to the checkered flag. Schmit crossed the finish line third ahead of Strijbos, Van den Berk and Vehkonen.

There was every little movement further down the field as the track dried out. Bervoets, however, went from nearly last after first lap problems to claim 14th at the finish.

After two races, Bayle and Everts were equal on 37 points and the final 30-minute moto would decide which of them would win the first round of the 1991 Masters.

The anticipated battle never materialized. While Baley gated third behind Schmit, who got the holeshot again, and Van den Berk, Everts was stuck back in sixth. He advanced a place at the expense of the fading Massimo Gazzarata before the end of the lap, but a second-lap attempt to pass Demaria was the Belgian's downfall.

"I just made a mistake, that's racing," said a grinning Everts after the race. "I tried to ride around him at the bottom of the hill and the wheels broke away under me."

Remounting in 11th position and with all realistic hopes of the overall win gone, Everts' task became saving second place on the day.

Bayle obligingly helped by riding under Schmit for the lead after 15 minutes and that meant that Everts needed a sixth in the moto to head his teammate in the overall results. Everts was in seventh place as Bayle took the lead, then quickly disposed of Vehkonen and Strijbos. Everts made a last-lap pass on Van den Berk and was handed third when Demaria retired halfway through the final lap with a broken wheel.

Gazzarata was eventually pushed back to 11th by a posse of hard-riding GP stars and the best American apart from Schmit was Ward in 19th position. The American Suzuki rider was unhappy with his suspension all day and left France hoping for more success next week in Italy. CN

Results

O/A: 1. Jean-Michel Bayle (Hon); 2. Stefan Everts (Suz); 3. Donny Schmit (Suz); 4. John Van den Berk (Suz); 5. Pekka Vehkonen (Yam); 6. Yannig Kervella (Kaw); 7. Dave Strijbos (Suz); 8. Marnicq Bervoets (Kaw); 9. Pedro Tragter (Suz); 10. Georges Jobe (Hon).

Fastest Lap: Bayle

MOTO 1: 1. Jean-Michel Bayle; 2. Stefan Everts; 3. Donny Schmit; 4. John Van den Berk; 5. Pekka Vehkonen; 6. Marnicq Bervoets; 7. Thierry Bethys (Yam); 8. Yannig Kervella; 9. Yann Guedard (Kaw); 10. Bernard Magain (Kaw); 11. Larry Ward (Suz); 12. Pedro Tragter; 13. Frederic Vialle (Kaw); 14. Massimo Gazzarata (Suz); 15. Rolf Dupasquier (Yam); 16. Takagi Takamasa (Hon); 17. Dave Strijbos; 18. Jean-Michel Midey (Hon); 19. Sigi Zachmann (Suz); 20. Jeremy Buehl (Hon); 21. Cyril Porte (Suz).

MOTO 2: 1. Stefan Everts; 2. Jean-Michel Bayle; 3. Donny Schmit; 4. Dave Strijbos; 5. John Van den Berk; 6. Pekka Vehkonen; 7. Yves Demaria; 8. Yannig Kervella; 9. Georges Jobe; 10. Pedro Tragter; 11. Massimo Gazzarata; 12. Larry Ward; 13. Jean-Michel Midey; 14. Marnicq Bervoets; 15. Jeromy Buehl; 16. Nicholas Cailly (Suz); 17. Yann Guedard; 18. Takagi Takamasa; 19. Axel Holvoet (Kaw); 20. Cyril Porte; 21. Rolf Dupasquier.

MOTO 3: 1. Jean-Michel Bayle; 2. Donny Schmit; 3. Stefan Everts; 4. John Van den Berk; 5. Dave Strijbos; 6. Pekka Vehkonen; 7. Yannig Kervella; 8. Pedro Tragter; 9. Marnicq Bervoets; 10. Georges Jobe; 11. Massimo Gazzarata; 12. Yann Guedard; 13. Olivier Perrin (Kaw); 14. Bernard Magainn; 15. Nicolas Cailly; 16. Frederic Vialle; 17. Jean-Michel Midey; 18. Larry Ward; 19. Sigi Zachmann; 20. Cyril Porte; 21. Mike Fisher (KTM).

MASTERS OF MOTOCROSS POINT STANDINGS: 1. Jean-Michel Bayle (9); 2. Stefan Everts (6); 3. Donny Schmit (4); 4. John Van den Berk (3); 5. Pekka Vehkonen (2); 6. Yannig Kervella (1).

TELEVISION

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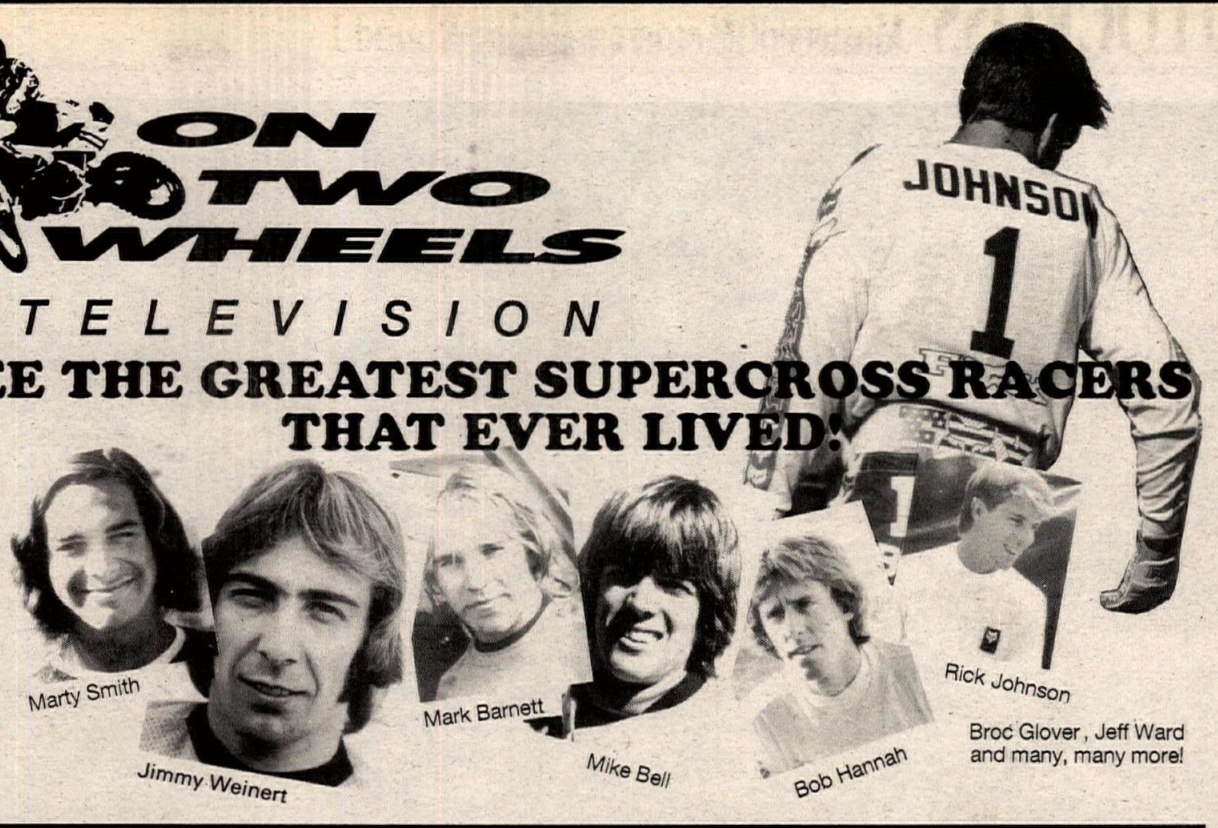

DATE		TITLE OF SHOW	TIME
October 31, 1991	9105	'82 Anaheim SX / 83 Anaheim	5:30 - 6:30 pm
November 7, 1991	9106	'83 San Diego SX / 83 L.A. Superbowl	5:30 - 6:30 pm
November 14, 1991	9107	'83 Atlanta Supercross	5:30 - 6:30 pm
November 21, 1991	9108	'84 Atlanta Supercross	5:30 - 6:30 pm

*Times subject to change based on LA Kings games - check your local listings

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RACE NOTES

Mike Faria

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SHOEI

Ron Tichenor (12) takes the inside while Canadian Carl Vaillancourt (60) uses the wide line at the start of a 250cc Pro moto. Tichenor scored the overall victory.

Henry, Naumec, Tichenor nail Raceway Park wins

By Nate Rauba

ENGLISHTOWN, NJ, OCT. 19-20

Ron Tichenor began his comeback from back and shoulder injuries by winning the 250cc Pro class at the 15th Annual Kawasaki Race of Champions at Raceway Park.

Tichenor hadn't raced since breaking his shoulder blade, a vertebra and rib at a Japanese supercross race in July, and only began riding again two weeks prior to the event.

"I haven't raced in a long time, so it was fun getting out there and battling," said Tuf Racing-backed Tichenor.

Tichenor's ride was no stroll through the Garden State. He battled with Jason Edwards and Gene Naumec in the 250cc Pro class final and narrowly edged Kawasaki Team Green's Naumec at the end of the eight-lap race. Tichenor also battled with local New Jersey rider Barry Carsten and DGY's Doug Henry in the 125cc Pro final, but had to settle for third as Henry stayed in front and beat runner-up Carsten to the checkered flag. Tichenor didn't compete in the 500cc Pro class where Naumec gave race-sponsor Kawasaki the win in the final.

According to Ken Landerman, who is in charge of promotions at Raceway Park and runs the motocross races with partner Jay Irwin, the primary sponsors are 37 Kawasaki motorcycle dealers from New Jersey, New York, Pennsylvania and Connecticut who have supported the event for the past 10 years. The Race of Champions was sponsored by a local country club for the first five years.

"The dealers pool their money, which is matched by Kawasaki Motors," said Landerman.

In past events, Kawasaki's National MX team members were brought in, but Jeff Ward's wedding kept the factory stars in California this year. Kawasaki also supports the event with its Team Green support crews, which offer technical assistance to Kawasaki riders.

"The dealers are really involved, so we're here to help them out and make it a better event," said Team Green Assistant Manager Jose Gonzalez.

The Jay Irwin-prepared track, located in a field adjacent to Raceway Park's drag strip that is most famous for the NHRA Summernationals, helped make it a challenging race for the 578 pro and amateur entrants. The sandy course became incredibly rough before the end of the two-day event but received high marks by the riders.

"I like the track, it's rough and there's more than one line," said Tichenor, who has travelled from Florida for several years now to compete in the event. "My back got a bit sore by the end of the day, though."

Canadian Carl Vaillancourt agreed: "There's plenty of lines, and it's rough."

"We work hard on the dirt," said Irwin, who is a racer himself. Irwin, who moved to California several years ago to pursue an acting career but returns to prepare the track for Raceway Park's 15 motocross events each year, uses wood chips to keep the soil soft and loamy.

"We have a big wood chip pile," says Irwin. "Mickey Kessler's dad, who is a farmer, told me to always turn the soil with compost. That keeps the dirt from getting silty, so the berms hold up well."

Although there are 15 MX races held at Raceway Park each year, the Race of Champions is considered the premier race due to the cool autumn weather and colorful backdrop of trees with their changing leaves.

The two-day event saw all amateurs compete in two qualifying motos on Saturday. Every rider from each class was automatically seeded into Sunday's final motos which were interspersed with Pro class races, and the overall score from the two qualifiers was combined with the final moto finish to determine the final overall order. Amateurs received large trophies and contingency prizes from both the motorcycle manufacturers and event sponsors.

Pro racers also competed in qualifiers which were combined with the final finishing positions to determine an overall order. Each class raced for a $2025 cash purse, which paid up to $100 for first place in both the qualifier and final, plus up to $200 for a first-overall finish.

The first of the Pro class finals, the 125cc class, drew the more than 3000 spectators to the bleachers or along the white rail fences separating the pit area from the track. Jeff Dement led the pack through the tight, 180-degree first turn and was first over the three-story high, stair-step, artificial hill built with dirt excavated for a lake that is used for personal watercraft races. But by lap two of the eight-lap race, Dement had been demoted to fourth by qualifier one winner Henry, who had taken the lead from Carsten and Tichenor.

The top three remained the same for the rest of the race, with Carsten, who had won the second qualifier, challenging Henry in the early laps. Near the end, Tichenor had closed the gap and the last lap was a nail-biter as Henry took the win and Carsten held off Tichenor for second.

"I couldn't pass," said Tichenor. "Carsten is always hard to pass and he knows this track well."

"I felt Tichenor hit me, but I didn't look back," said Carsten, who lives about an hour away from the track in Bayville, New Jersey, and has been Raceway Park's 125cc Pro class champ for the past three years.

Butch Smith and Amateur National Champion Tim Ferry also passed

Gene Naumec (24) and Ray Sommo battled for the lead in the 500cc Pro class final.

Kelvin Nelson (93) is pursued by Brian Smith during 250cc Novice class racing.

Dement early in the race, and for the rest of the moto they diced for fourth with Smith holding the edge at the checkered flag. Dement finished sixth behind Ferry.

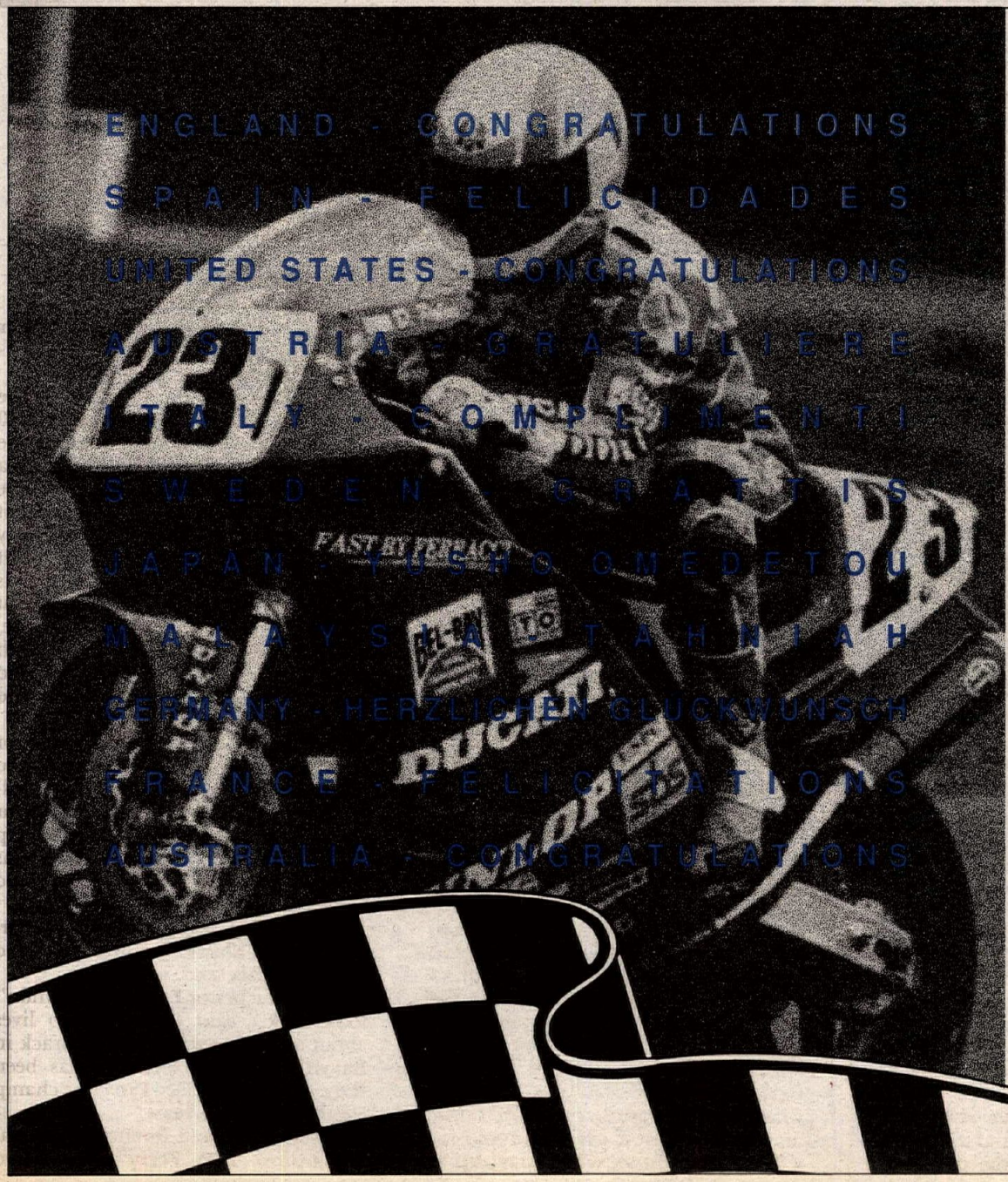
A few races later, the 500cc Pro class final thundered off the line and after Naumec and Ray Sommo passed early-leader Fred Andrews on lap two, they battled fiercely for the lead. Sommo held the advantage on his Shore Cycle/Rossini Racing-backed Kawasaki for several laps before Naumec was able to force his way into first.

"Sommo was real tough to pass, he was definitely holding me up," said Naumec, who won the qualifier. "He was cutting me off, and I slammed him when I went by."

That slam bent Sommo's shifter and left him stuck in first gear for the rest of the race. Naumec pulled away to an easy win while Kurt McMillen and Vaillancourt got by Sommo on the last lap to finish second and third, respectively. Sommo finished fourth ahead of Andrews and ended up second overall since he had a better finish than McMillen and Vaillancourt in the qualifier.

The 250cc Pro final went off near the end of the day, and qualifier two winner Carsten jumped into the early lead and stayed ahead for two laps before being passed by Texan Jason Edwards and Tichenor, who had won the first qualifier. Carsten briefly repassed Tichenor for second, but then began to tire and drop off the pace.

Tichenor challenged leader



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MOTOCROSS Kawasaki Race of Champions

Doug Henry (19) held off a charging Barry Carsten (behind Henry) and Tichenor to capture the 125cc Pro class victory.

Pete Noack (69) was the first to reach Raceway Park's tight first turn at the start of the 125cc Novice A division final.

Edwards, and after the two swapped first a few times on laps five and six, Edwards also tired and dropped off the pace. Naumec also passed Edwards then closed in on Tichenor in the closing laps, but he was unable to make a pass and Tichenor claimed the win.

"I haven't ridden at race speed and didn't feel in control at first," said Tichenor. "Naumec came up and I wasn't going to let him pass."

"I faded," said Edwards, who finished a distant third ahead of Carsten. "But I was so tickled to be in the position I was because Naumec and Tichenor are great riders."

In the Vet Pro class final, Mickey Kessler repelled a brief challenge from Brian Austin on the first lap to cruise to the win. Jerry Seip passed Austin for second on lap one then held his position to finish about five seconds behind Kessler. Austin finished third.

Damien Plott was the only double class winner as he scored the overall victories in the 125cc B and 250cc Amateur classes. Plott entered the 250cc final with a first-place score from Saturday's motos and started the five-lap race in third place behind Wayne Scott and leader Mark Booker. Scott was in first on lap two as Booker dropped to third, but a lap later Plott had taken the lead he wouldn't relinquish. Scott finished second and Booker held on to third.

Scott won the A division of the 125cc Amateur class by finishing second to Robbie Reynard in the final, while Plott earned the B division victory with a 1-1 score.

In the Schoolboy class, Reynard edged out Keith Troccoli in Saturday's qualifying moto results, then in the final Troccoli and Reynard battled for the lead throughout the four-lap race. Troccoli crossed the finish line just ahead of Reynard, but he was disqualified — for competing on a bike other than the one he qualified on — and Reynard declared the class champion. Doug Dehaan finished third in the final and was the runner-up overall.

John Scheider had the top score entering the 80cc (12-13) final, but during the four-lap race Josh Sweat moved by leader Ryan Kaicheri on lap two and stayed out front to score the final and overall win. Kaicheri maintained second to the finish for runner-up overall honors, while Schneider's fifth-place final finish behind Ron Faisst and Gerald Lashway left him third overall.

John O'Brien grabbed the holeshot in the Open Amateur class final, but Jay Irwin (no relation to Raceway Park's track builder) passed him by lap two and cruised to the victory. O'Brien was left to battle with Dennis Cross for the rest of the five-lap race and he held him off to finish second. CN

Results

60 (10-11): 1. Ben McCarthy (Kaw); 2. T.J. Gulla (Kaw); 3. Tim Hymes (Kaw).

80 (10-11): 1. Shawn Gulla (Suz); 2. Amber Hughes (Suz); 3. Jon Bastarache (Kaw); 4. Ryan Erickson (Kaw); 5. Shawn Latorre (Suz); 6. Rich Rebeck (Suz); 7. Paul Bradley (Suz); 8. Robert Wood (Suz).

80 (12-13): 1. Josh Sweat (Suz); 2. Ryan Kaicheri (Kaw); 3. John Schneider (Hon); 4. Ron Faisst; 5. Antonio Nagaro (Kaw); 6. Gerald Lashway (Kaw); 7. Mike Umhofer (Hon); 8. Ken Plass (Kaw).

80 (14-15): 1. Rob Skaggs (Kaw); 2. Shawn Schultz (Kaw); 3. William Snook (Suz); 4. James Evans (Kaw); 5. Mike Peat (Suz); 6. Eric Flagg (Hon); 7. Greg Duvall (Kaw); 8. Vinie Buratti (Kaw).

SCHBY: 1. Robbie Reynard (Kaw); 2. Doug Dehaan (Suz); 3. Larry Lashway (Kaw); 4. Vince Karnow (Suz); 5. James Knapp (Hon); 6. Ben Firestone (Suz); 7. Rich DiFalco (Suz); 8. Brian Berry (Hon).

125 NOV A: 1. Jerry Comine (Suz); 2. Chris Reo (Kaw); 3. Mark Janiszewski (Kaw); 4. Peter Noack (Hon); 5. Ed Blewett (Suz); 6. Mike Delvecchio (Kaw); 7. Jason Caron (Hon); 8. Louis Scagnelle (Kaw).

125 NOV B: 1. Joey Moore (Suz); 2. Rich Schmidt (Suz); 3. Shawn Vlikowski (Hon); 4. Dave Radsniak (Suz); 5. Brian Berry (Hon); 6. Jim Lepori (Hon); 7. Justin Anderson (Kaw); 8. Nick Serbo (Yam)..

125 NOV C: 1. Jason May (Kaw); 2. T.J. Copsetta (Hon); 3. Justin Barnes (Kaw); 4. Joe Fink (Suz); 5. Rich DiFalco (Suz); 6. Ben Dalton (Kaw); 7. Fred Maul (Kaw); 8. Scott Brennan (Suz).

125 AM A: 1. Wayne Scott (Hon); 2. Robbie Reynard (Kaw); 3. Mike Katin (Suz); 4. Ed Lyons (Suz); 5. James Woolridge (Hon); 6. Justin Berg (Kaw); 7. Jude Harper (Hon); 8. Jon Rightmire (Suz).

125 AM B: 1. Damien Plott (Hon); 2. Joey Pratt (Kaw); 3. Billy Delanzo (Hon); 4. Mark Booker (Yam); 5. Robert Stock (Kaw); 6. Sam Williams (Kaw); 7. Scott Monty (Suz); 8. Ralph Bentley (Yam).

125 PRO: 1. Doug Henry (Yam); 2. Barry Carsten (Suz); 3. Ron Tichenor (Suz); 4. Butch Smith (Suz); 5. Tim Ferry (Kaw); 6. Jeff Dement (Suz); 7. Jason Edwards (Kaw); 8. Joel Dengler (Kaw); 9. Marc Tiesler; 10. Steve Herman (Yam).

250 NOV A: 1. Shawn Vlikowski (Hon); 2. Mark Janiszewski (Suz); 3. Dean Bush (Kaw); 4. Ryan Parliman (Suz); 5. Ed Block (Hon); 6. Cory Steiner (Yam); 7. Mark Fischer (Kaw); 8. Jeff Burns (Yam).

250 NOV B: 1. Frank Crisologo (Hon); 2. Phil Martin (Yam); 3. Kevin Nelson (Hon); 4. Dean Bush (Suz); 5. John Lobur (Hon); 6. Joe Diorio (Hon); 7. Ed Hololob (Suz); 8. Peter Noack (Hon).

250 AM: 1. Damien Plott (Hon); 2. Wayne Scott (Hon); 3. Mike Katin (Suz); 4. Mark Booker (Yam); 5. Ryan Price (Hon); 6. Ralph Bentley (Yam); 7. Justin Berg (Kaw); 8. Jason Bartley (Hon).

250 PRO: 1. Ron Tichenor (Suz); 2. Gene Naumec (Kaw); 3. Barry Carsten (Suz); 4. Jason Edwards (Kaw); 5. Brian Carroll (Kaw); 6. Ray Sommo (Kaw); 7. Jeff Dement (Suz); 8. Scott Sheak (Kaw); 9. Joel Dengler (Kaw); 10. Jeff Glass (Hon).

OPEN AM: 1. Jay Irwin (Hon); 2. John O'Brien (Kaw); 3. Dennis Cross (Kaw); 4. Joe Daher (Hon); 5. Mike Welsh (Kaw); 6. Ed Daher (Hon); 7. Bryan Krysa (Kaw); 8. Glenn Miller (Kaw).

OPEN PRO: 1. Gene Naumec (Kaw); 2. Ray Sommo (Kaw); 3. Kurt McMillen (Hon); 4. Carl Vaillancourt (Hon); 5. Fred Andrews (Kaw); 6. Brian Carroll (Kaw); 7. Andy Stacy (Kaw); 8. Bruce Stratton (Hon); 9. Brian Austin; 10. Keith Bowen (KTM).

25+ AM: 1. John O'Brien (Kaw); 2. Ed Daher (Hon); 3. Tony Sperone (Hon); 4. Robert Crimi (Hon); 5. Dan Polak (Hon); 6. Vinnie Bondi (Hon); 7. Steve Passalacqua (Hon); 8. Robert Gooch (Hon).

25+ PRO: 1. Fred Andrews (Kaw); 2. Andy Stacy (Kaw); 3. Jerry Seip (Suz); 4. Jim Kapitan (Suz); 5. Marc Tiesler (Hon); 6. Marc Peters (Hon); 7. Paul Austin (Hon); 8. Keith Bowen (KTM); 9. Mike Bilardello; 10. Mike Tippen.

VET AM: 1. Joe Lurch (Yam); 2. Tony Watkins (Hon); 3. Chris Suydam (Hon); 4. Bryan Krysa (Kaw); 5. Mike Angerman (Kaw); 6. Glenn Miller (Kaw); 7. Cliff Volker (Yam); 8. Scott Rinehart (Kaw).

VET PRO: 1. Mickey Kessler (Suz); 2. Jerry Seip (Suz); 3. Brian Austin (Hon); 4. Phil Carlin (Hon); 5. Don Grahn (Hon); 6. Ron Downen (Suz); 7. Brett Lucas (Kaw); 8. Doug Gallo (Kaw).

SR: 1. Bruce Dengler (Kaw); 2. Fred Lucas (Kaw); 3. Bud Fee (Hus); 4. Steve Coy (Hon); 5. Erv Braun (Hon); 6. Rich Gerber (Yam); 7. Craig Burfield (Yam); 8. Ken Brewer (Hon).

VINT CLSC EX: 1. Bob Kuhnsman (Hon); 2. Tim Waurishuk (Hon); 3. Marty Vaisman (Hon); 4. Pete Noneman (CZ).

VINT CLSC AM: 1. George Lucas (Mon); 2. Rudy Amoresano (Kaw); 3. Mike Campbell (Bul).

VINT CLSC NOV: 1. Allen Proctor (Bul); 2. Robert Whitworth (Hon); 3. Lance Fischer (Suz).

VINT CLSC 30+ AM: 1. Brian Erdek (Hus); 2. David Hurley (Yam); 3. Carlos Escudero (Mai); 4. Wally Tunison (Mon); 5. John Hart (Hon).

VINT CLSC 30+ EX: 1. Thomas Salandra (Yam); 2. George Prochazka (Hon).

VINT CLSC 40+ NOV: 1. Bob Trueworthy (Bul); 2. Fred LaVance (Bul); 3. Butch Walsh (Bul).

VINT CLSC 40+EX: 1. Bob Hogan (Bul).

VINT NOV: 1. Ed Fonda (Mai).

VINT AM: 1. Randy Proctor (Bul); 2. Gary DePietro (KTM); 3. Ken Simpson (Hus); 4. Chris Rhoten (Yam); 5. Mark Sterritt (Mai).

VINT EX: 1. Mark Sullivan (Suz).

VINT 30+ AM: 1. Kevin Moffat (Hus); 2. Tom Green (Mai).

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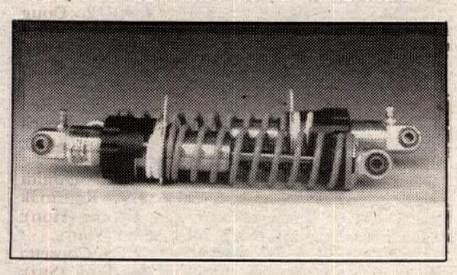
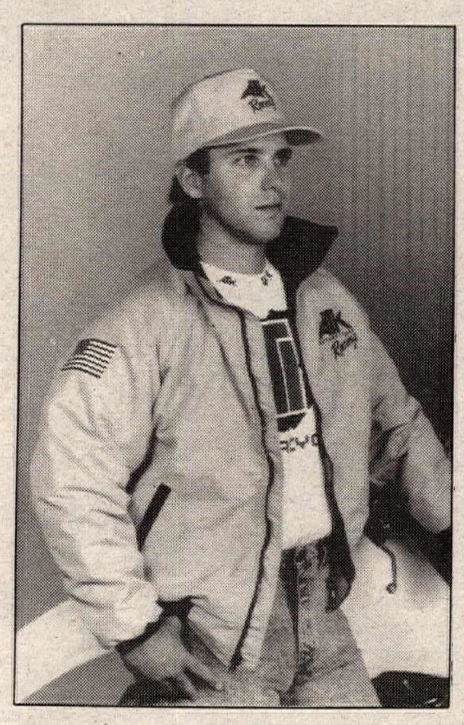
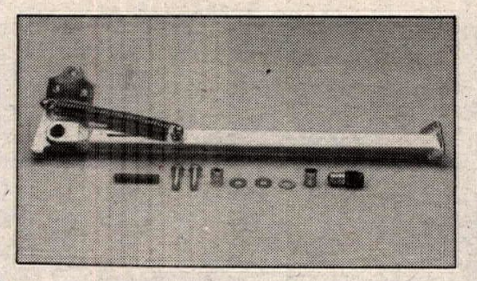


Alloy Street Trackers shocks from Works Performance feature multi-stage dampening, a hard-chromed tensile steel shaft, and a polished body machined from billet aluminum and are claimed to provide a supple ride and improve handling. Options include dual-rate springs, ARS adjustment and custom finishes. Available from Works Performance for $259.95 a pair. For more information contact Works Performance, Dept. CN, 8730 Shirley Ave., Northridge, CA 91324, 818/701-1010.



The official ATK Jacket is fleece lined, and available with a grey outer-shell. Embriodered ATK emblems are featured on the front and back, and the jacket costs $119.95. For more information contact ATK Motorcycles, Dept. CN, 5430 Union Pacific Ave., Commerce, CA 90022, 213/721-6777.



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Scott's Performance Products' Fender Tool Pack is made of heavy duty cordura, and features heavy duty zippers and straps. Made to fit Honda XRs, the pack comes with a pre-drilled mounting plate, but can easily converted to fit other models with an optional base plate. The bag costs $29.95, and is available in red or blue. For more information contact Scott's Performance Products, Dept. CN, 2625 Honolulu Ave., Montrose, CA 91020, 818/248-6747. CN

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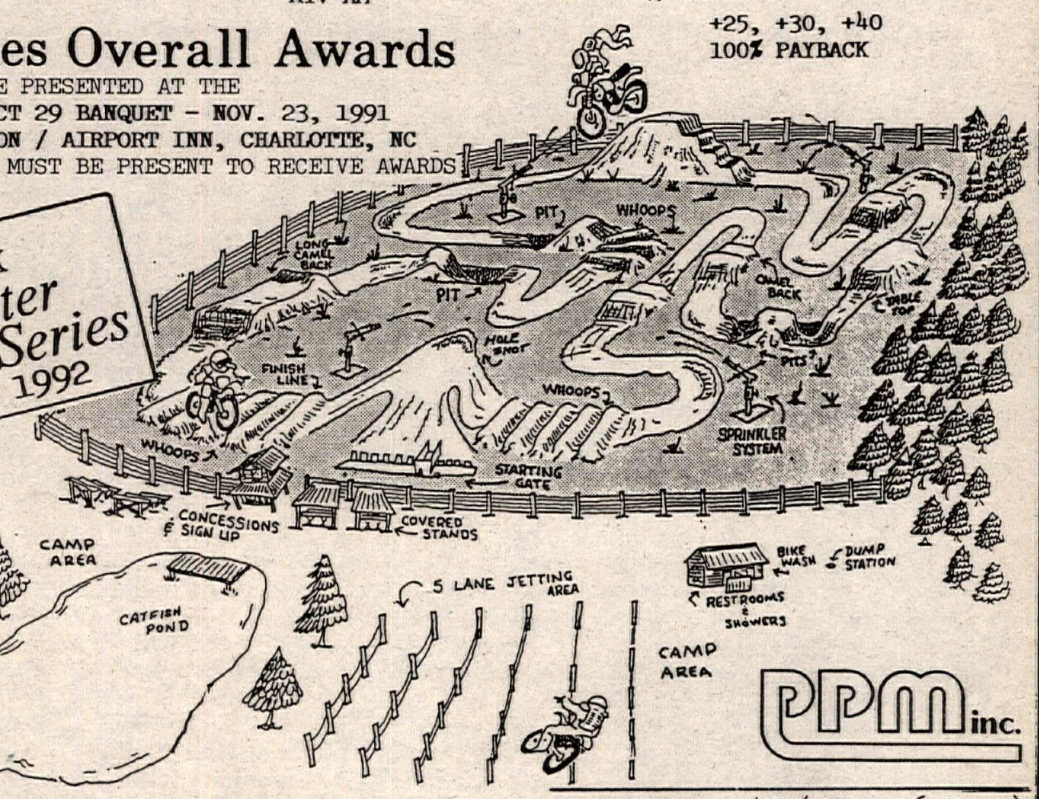

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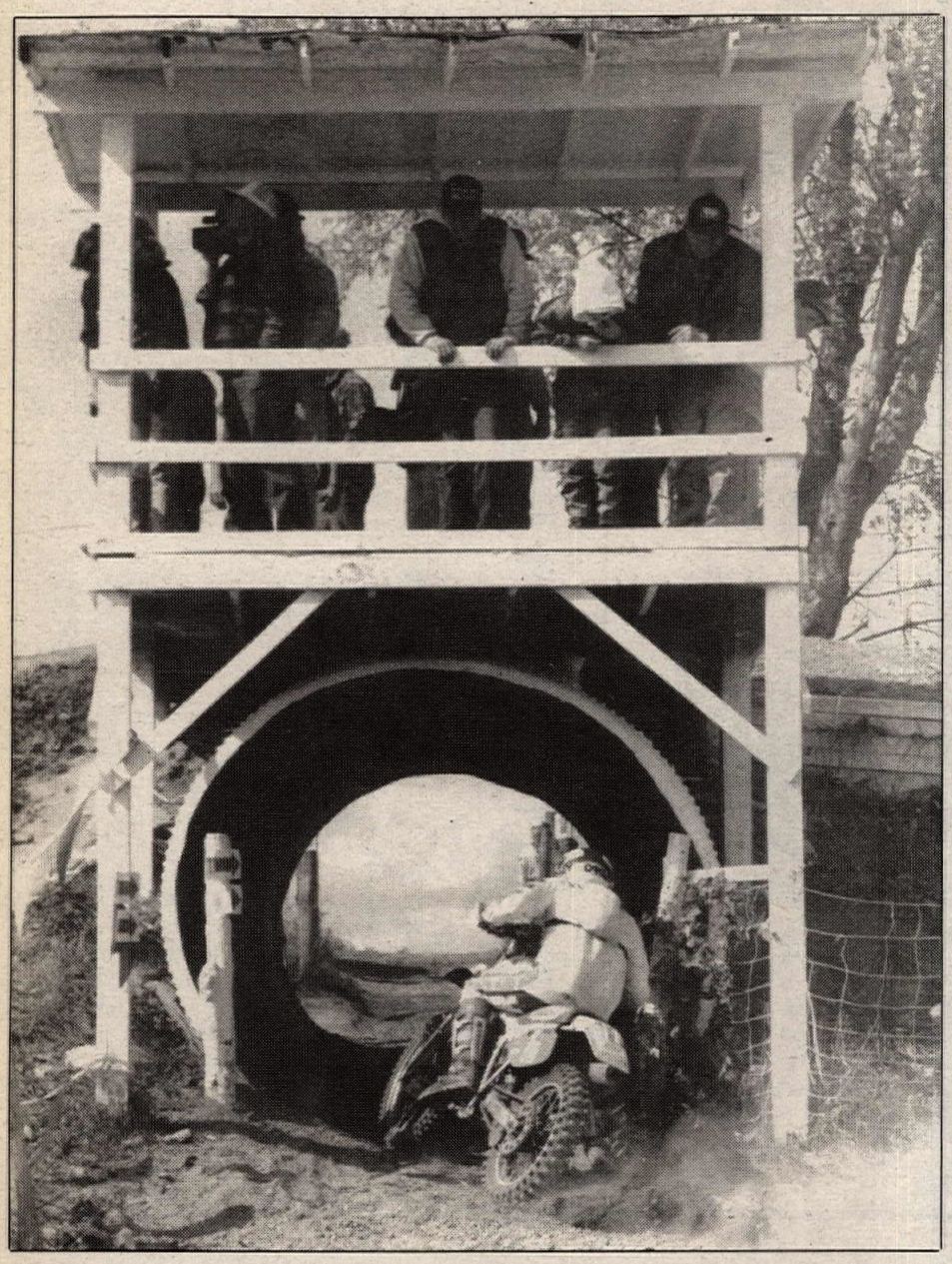

Defending GNCC champ Scott Summers scored the High Point National victory.

Duane Conner was the runner-up, but he still has a good shot at the GNCC title.

Summers advances with High Point victory

By Davey Coombs
Photos by C.J. Coombs

MT. MORRIS, PA, OCT. 20

Honda's Scott Summers moved to the top of the Grand National Cross Country Series point standings by winning his fourth GNCC event of the season, at High Point Raceway.

After chasing Kawasaki Team Green's Duane Conner in the standings since the third round of the series, Summers can now afford to finish just one spot behind Conner in the November 10 season finale in Greenville, Tennessee, to clinch his second consecutive GNCC title.

The ever-steady Conner posted his fifth second-place finish of the series and needs to end the season with a strong finish if he hopes to beat Summers. Conner still leads the series standings on gross points, where the best nine of 13 finishes count towards the championship. But Summers should be able to drop one of his four previous DNFs, which would allow him to overcome Conner in net points for the title. The only remaining contender for the GNCC crown, former National Enduro Champion Terry Cunningham, finished fourth overall and needs poor final round finishes by both Summers and Kawasaki teammate Conner in order to take the title.

Filling out the top five overall at High Point were Suzuki's Czechoslovakian import Jan Hrehor, who finished third and nearly overtook Conner at the finish, and KTM factory rider Jeff Russell, who finished fifth overall.

Class winners in the final tally included Conner in the 250cc A class, Kawasaki-mounted Steve McSwain in the Open A group (Summers was removed from the results as overall champion), Massachusetts' Tom Norton in the 200cc A group and Honda XR250-mounted Gary Roach in the Four-Stroke A class.

The High Point Raceway woods course was fast, with several open field sections and two short excursions onto the motocross track used for the 125/250cc National MX. The eight-mile-per-lap trail also featured many off-cambered forest sections and a difficult, mile-long jaunt along a maze-like path of tight trees. The race lasted just over three hours and 10 minutes. Approximately 175 riders attended the event and were fortunate to have a cool and sunny day for the penultimate round of the series.

MSR/Team Green/Dunlop/Scott-backed Cunningham emerged from the first row of 250cc and Open A class riders with the holeshot. Summers, Team Green's Doug Blackwell, KTM Scott Plessinger, ATK's Ed Lojak, and Conner filled out the top positions. Further back was Russell, series newcomer Chris Smith, ATK pilot Frank Keegan, and Hrehor.

"I was in the lead by the fifth turn," said Summers, who made short work of Cunningham. "I out-braked Terry going into a hairpin from the outside. A long straightaway came at the exit and I just out-powered him down the stretch. I'm not usually comfortable leading at the start of the race because it seems like I never get good starts anyway. I made a whole bunch of mistakes early. Once I settled down and quit trying so hard I was able to get away from the pack. My mechanic Fred (Bramblett) always tells me that races can't be won until the last lap. I was just trying too hard at the beginning."

At the completion of the first 19-minute-long lap, Summers held an 11-second advantage on Plessinger, who seemed to be completely recovered from the back injury that slowed him after he won rounds eight and nine of the series. Conner, Cunningham, and Lojak rounded out the top five. Hrehor was back in 10th, circulating the trail in the shadow of Russell.

"I don't think that he understood what kind of race this was," said Russell of GNCC first-timer Hrehor. "You go fast in these races from start-to-finish. Jan knows me from the (National) enduro series and I think he figured that I could help him with the pace, but it's just all-out the whole way here. I was having a tough time getting my act together and we were both way back. After about an hour his mechanic jumped out (on the track) and told him to just go for it."

By that time Hrehor was in ninth, two places behind Russell but nearly three minutes off of Summers' frantic pace.

Four laps into the 10-lap race Summers held a lead of one minute, 20 seconds on Conner, who had displaced Plessinger for the runner-up spot and was an equal distance ahead of the KTM. Cunningham was fourth, while Russell positioned himself in fifth, still shadowed by Hrehor and McSwain.

By this time Hrehor was bleeding under his helmet when a rock kicked up by Tim Shephard's Yamaha caught the Czech square in the nose. By the end of the race Hrehor had two blackened eyes and what appeared to be a broken nose.

The second fastest four-stroker on the track besides Summers' big XR600 was the Honda XR250 of Gary Roach, who leads the class in the point

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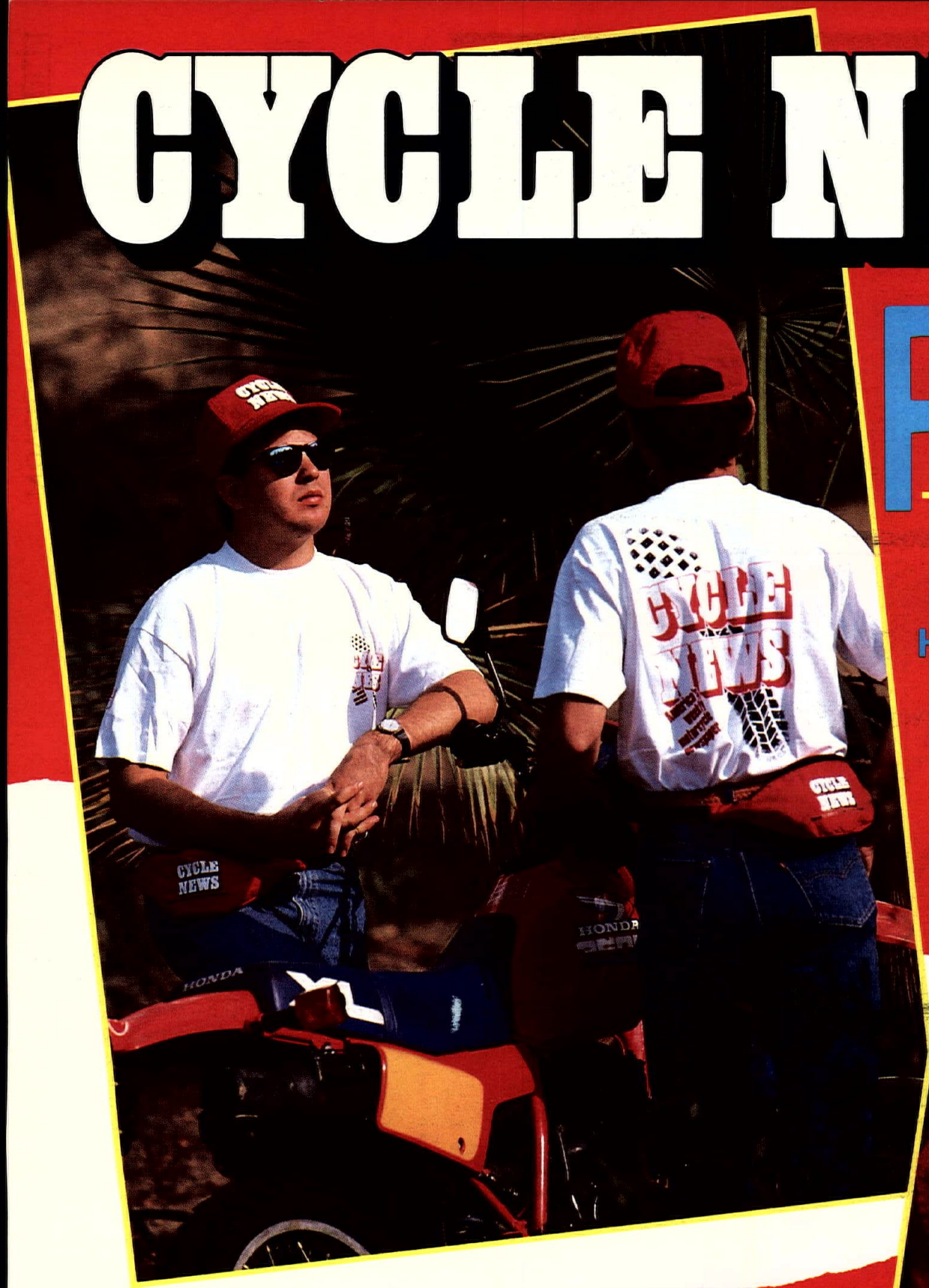

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standings but was making his 250 debut at the High Point round. Roach registered a convincing ninth overall on the new bike while out-racing class runner-up Bob Sloan by six minutes. Kentucky's Harvey Whitaker finished about 50 seconds behind Sloan, who was in the A class for the first time after clinching the Four-Stroke B title.

When the lead riders were scored at the end of the second hour, Summers was in total command, having guided his Honda to a lead of more than two minutes on Conner. Plessinger, who was piloting a '92 KTM 250DX, seemed to lose his rhythm going into the last hour and ultimately faded to seventh overall. Russell closed in on third-place Cunningham but fell in a rocky corner when he collided with Senior leader Joe Lojak. Hrehor took advantage of the situation by displacing both Russell and Cunningham, and with three laps left, it looked as though the Suzuki pilot had a shot at Conner's runner-up position.

However, Hrehor's rear tire selection for the event — a sand tire — kept him from getting too close to Conner. By the time the race ended the tire had shed most of its knobbies on the hard and sometimes rocky High Point trails.

Summers cruised through the late stages of the race and was three minutes clear of Conner at the finish. Third-place finisher Hrehor was able to get to within two seconds of Conner before the checkered flag dropped on the pair. Cunningham was another two and a half minutes back with Russell trailing in fifth.

Conner was the high-placing 250cc A rider, followed by Hrehor, Cunningham, Russell and Blackwell. The top Open A rider besides overall winner Summers was McSwain, followed by 10th overall finisher Frank Keegan and ATK riders Ron Palermo and David Dudash.

"About six races ago we thought the title was out of reach," admitted Summers, who now stands a good chance of winning what would be his fourth National Championship title in two years. (Summers is a two-time Hare Scrambles and GNCC Champion). "Now I feel like I control my own destiny. Another first or second at the final round should do it."

Summers is backed by American Honda, HondaLine, Oakley, PJ1, Bridgestone, White Brothers, Sprocket Specialists, Camelbak, Tsubaki, Fredette Racing, Maier, CTi, Power Mist, Arai, and Bloomington Honda.

As for Conner, he already seemed happy with the season regardless of how the Tennessee finale turns out.

"Going into the season I just wanted to finish in the top three as often as possible," said the 23-year-old. "I feel like I've done a good job accomplishing that. Anything else would be a nice reward for all the hard work."

Indiana's Johnny Robbins stole the early spotlight from 200cc A class contenders Tom Norton and Craig Jones aboard his 125cc KTM. Robbins and Junior (+25) leader Davey Coombs (also on a 125) spent the first 90 minutes of the race battling for top small-bore honors, but Jones finally kicked it in at the halfway point to take the lead. However, Jones' time at the front was short-lived when his bike suffered an engine seizure, allowing Robbins, Norton and Coombs back by. Then, with less than one-half lap to go, bad luck also torpedoed Robbins' hopes of a first-ever GNCC class win.

"The motor was dying on the last lap," said 21-year-old Robbins, "and Norton was still running strong. He passed me on an uphill and screamed at me the whole time."

Terry Cunningham (111) finished fourth overall, which keeps his title hopes alive.

Davey Coombs (6) leads winner Tom Norton (behind Coombs), Craig Jones (16) and runner-up Johnny Robbins (573) at the start of the 200cc/Junior A row.

"I was just having a little fun with him," said Cliff's Cycle/KTM/Arai/Acerbis-backed Norton. "He rode a real good race but he just didn't have any power left at the end."

The High Point win was Norton's eighth of the series; he clinched the 200cc A class title at the previous round in West Virginia. Robbins held on for second over Bentley's Yamaha-backed Michael Burk.

Coombs' seventh Junior class win of the series put him in good shape for the class title. Lojak's Yamaha's David Santi and Lineman Cycle's John Vincent ran second and third.

Tommy Harris won his third Vet A race of the series and ensured that the title would not be decided until the final round. Class points leader Rick Kresic occupied second place at the checkered flag while Honda-mounted Jeff Murgel, the third challenger for the championship, retired after five laps. Yamaha YZ125 rider David Fallas was third in the Vet A group at High Point.

Joe Lojak was, once again, the Senior A (+40) class champion, though the Yamaha pilot started his day by celebrating his 50th birthday at the rider's meeting. Tops in the Super Senior (+50) A group was Dave Coombs, Sr., who passed Harry Greenlee two miles from the finish to record his best finish to date in the '91 series. CN

Results

O/A: 1. Scott Summers (Hon); 2. Duane Conner (Kaw); 3. Jan Hrehor (Suz); 4. Terry Cunningham (Kaw); 5. Jeff Russell (KTM); 6. Doug Blackwell (Kaw); 7. Scott Plessinger (KTM); 8. Steve McSwain (Kaw); 9. Gary Roach (Hon); 10. Frank Keegan (ATK); 11. Tim Shephard (Yam); 12. Tom Norton (KTM); 13. John Robbins (KTM); 14. Michael Burk (Yam); 15. Rob Tominello (Kaw); 16. Davey Coombs (Suz); 17. Bob Sloan (Hon); 18. Harvey Whitaker (Hon); 19. Tom Harris (Yam); 20. Richard Kresic (Yam).

OPEN A: O/A. Scott Summers (Hon); 1. Steve McSwain (Kaw); 2. Frank Keegan (ATK); 3. Ronald Palermo (ATK); 4. David Dudash (ATK); 5. Greg Holden (KTM).

250 A: 1. Duane Coner (Kaw); 2. Jan Hrehor (Suz); 3. Terry Cunningham (Kaw); 4. Jeff Russell (KTM); 5. Doug Blackwell (Kaw).

200 A: 1. Thomas Norton (KTM); 2. Johnny Robbins (KTM); 3. Michael Burk (Yam); 4. Robert Tominello (Kaw); 5. Brian Walker (KTM).

4-STRK A: 1. Gary Roach (Hon); 2. Bob Sloan (Hon); 3. Harvey Whitaker (Hon); 4. Andrew Smith (SUz); 5. Rick Parsons (Hon).

JR: 1. Davey Coombs (Suz); 2. David Santi (Yam); 3. John Vincent (Yam); 4. David Molnar (Yam); 5. Eric Davis (Yam).

VET A: 1. Tommy Harris (Yam); 2. Richard Kresic (Yam); 3. David Fallas (Yam); 4. Mark Lambert (Suz); 5. Paul Curry (Suz).

SR A: 1. Joe Lojak (Yam).

S/SR A: 1. Dave Coombs (Yam); 2. Harry Greenlee (Yam); 3. Donald Harless (Yam); 4. Charles Hawk (Suz).

OPEN B: 1. Doug Miller (Kaw); 2. Tim Mosberger (KTM): 3. Joseph Yernaux (Kaw); 4. Lawrence Huffman (KTM); 5. Sam Dyke (KTM).

250 B: 1. Duane Sprouse (Suz); 2. Richard Bryan (Suz); 3. Jeff Lowery (Yam); 4. Clint Bardonner (Yam); 5. Shawn Brell (Yam).

200 B: 1. Todd Morain (Hon); 2. Timothy Aretz (Yam); 3. Curtis Bardonner (Suz); 4. Martin Daubert (Kaw); 5. Robert Thompson (Kaw).

4-STRK B: 1. Steve Holbert (Hon); 2. Benny Means (Hon); 3. Gary Bowers (Hon); 4. Mark Niggemyer (Hon); 5. Robert Murray (Hon).

VET B: 1. Mark Allman (Hon); 2. Mike Holbert (Yam); 3. Greg Rzeplinski (Yam); 4. Gary Shipley (Kaw); 5. Troy Schlereth (Hon).

SR B: 1. Dave Dehner (Kaw); 2. Shelby Murray (Yam); 3. Steve Zdybicki (Suz); 4. John Dunn (Kaw); 5. Regis Ferrere (Yam).

S/SR B: 1. John Baker (Yam); 2. Bill Hartsell (Yam).

NOV C: 1. Jason Ward (Hon); 2. Daryl Allman (Kaw); 3. Brian Pepka (Kaw); 4. Tim Saville (ATK); 5. Phillip Ball (Hon).

TEAM: 1. Chris Shaffer/William Reger (Kaw); 2. Tom Parfitt (Yam)/William Kottyan (KTM).

GRAND NATIONAL CROSS COUNTRY POINTS STANDINGS: 1. Duane Conner (167); 2. Scott Summers (163); 3. Terry Cunningham (162); 4. Jeff Russell (156); 5. Doug Blackwell (144); 6. Frank Keegan (124); 7. Thomas Norton (123); 8. Tim Shephard (119); 9. Craig Jones (117); 10. Scott Plessinger (84); 11. Rick Kresic (67); 12. Robert Tominello (56); 13. (TIE) Gary Roach/Aaron Hough/Jeff Murgel (54); 16. (TIE) Stan Lojak/Tommy Harris (51); 18. Harvey Whitaker (50); 19. Steve McSwain (49); 20. Davey Coombs (43).

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MOTOCROSS AHRMA National Championship MX Series: Final round

Barry Higgins won the 500cc and Open Twins Expert classes at Unadilla.

Two-time 500cc National MX champ Jimmy Weinert won the +40 Expert class.

Higgins' Day at Unadilla Vintage National

By Matt Benson

NEW BERLIN, NY, OCT. 12

One could be forgiven for thinking that Barry Higgins won each and every moto at the American Historic Racing Motorcycle Association's National Championship Series finale at the Unadilla Valley Sports Center.

He was on the track a lot, but in reality the durable Georgian competed in six motos and won five of them, giving him the overall in Sportsman 500cc Expert and Open Twins Expert and a second behind former National champ Jim Weinert in Plus 40 Expert.

But Higgins scored an even bigger win at the famed upstate New York circuit. Vintage Iron, sponsor of the six-race AHRMA series, put up a restored '74 Honda 250 Elsinore for the rider who earned the most points in any number of classes for the season. Coming into the last race, Higgins trailed Vintage Iron's Rick Doughty by just four points.

Despite a pair of good races with Higgins in the two twins motos, Doughty encountered problems in the class he usually does well in — 125cc Expert — and was relegated to ninth overall. So Higgins wound up scoring more than enough points to claim the vintage Elsinore.

That isn't where the story ends, though, because Higgins announced he intends to hand over his prize to AHRMA to raffle off (Doughty had planned to do the same thing) to benefit the association's motocross program. Besides that, you can't have a KTM dealer racing a Honda.

After two years of bad weather forcing abbreviated racing programs at Unadilla, this year's event was run on a perfect track in cool, definitely October-like temperatures. The full quota of 140 riders signed up for the limited-entry race, giving a total of 253 entries. Riders competed on 21 different brands of pre-'75 motorcycles — a far cry from the half-dozen marques seen at modern MX events.

The first moto combined the Novice, Intermediate and Expert 125cc classes. Greg Bastek grabbed the holeshot on his Honda and held the lead, shadowed by Doughty, who soon stopped with a seized engine on his Elsinore. Moto two — and the overall win — went to Ronnie Stewart after Doughty dropped out while leading. Bastek charged hard to an eventual third-place finish after starting near the back of the pack. The Intermediate overall went to Carl Mabry, who carded 2-1 finishes on his Honda, while Jeremy Duff was the Novice winner.

Moto two combined the 250 and 500cc Sportsman Novice classes along with the Premier Twins and Premier Lightweight II bikes. Honda-mounted Mark Wunderlin rode to a pair of wins in the 250cc division, while Allen Proctor did the same with his Bultaco in the 500cc class. Beno Rodi and Mike Smith took their thundering 750cc Nortons to the Expert and Intermediate Twins wins, while Todd Newell was the Lightweight winner aboard his Ossa.

Next up was a scorcher: The 250 and 500cc Expert classes weren't racing for the same trophies and points, though one might have assumed they were. As Higgins streaked his KTM 400 to the 500cc class lead in the first outing, followed by 250 Honda rider Doug Wentzell, a fit-looking Weinert (Honda) and Dan Field (CZ) were arguing over who would finish second. Weinert was ahead by a narrow margin at the line.

The second combined 250/500cc Expert moto saw Higgins start in mid-pack only to take over the lead on the third of three laps. Behind him at the finish was none other than Weinert, whose 2-1 placings gave him the 250cc overall over Wentzell (1-2) and his Suzuki took second in 500cc behind Higgins.

Moto four saw 34 250cc Intermediates on the track, and Norman Smith and his '74 Yamaha were the pair to beat. In the first moto, Smith had some difficulty getting past CZ-mounted Richard Field. The second time out Smith worked his way into the lead on the second lap and managed to hold off Joseph Brillo and Field.

The fifth moto combined a variety of Novice classes, as well as the Sportsman Open Twins. As Plus 30 rider Mark Wunderlin (Honda) stretched out a big lead over all the other Novices, Higgins and Doughty were making thunder aboard their British twins — Higgins on a '66 BSA and the Californian on an immaculate '66 Rickman-Triumph. The first twins moto was a back-and-forth affair, with Higgins finally building a scant lead by the finish. In the second moto it was Higgins all the way, but only by a small margin.

Next came the Sportsman 500cc Intermediates, the largest field of the day at 38 entries. Lloyd Patterson, coming back from a broken wrist, grabbed the lead with his CCM thumper, but lost numerous places after running off the course and attempting a spectacular rodeo-style remount. The battle was between Richard Field (CZ) and Drew Hughson (Maico), with Hughson finding his way past for the win. The second 500cc Intermediate moto again saw Field running out front, only to be overtaken first by Husky-mounted Ken Simpson and then by Hughson.

Moto seven had the Plus 30 Experts on the track, and it belonged to the '74 Bultaco Pursang of David Clemence. The first race saw Clemence move past early leaders Pat Kendrick (Kawasaki) and Dan Field (CZ). Clemence had a good race with early leader Field in the second moto, finally pulling away late in the event.

The eighth was the first of two Plus 30 Intermediate races, this one for riders who had accumulated AHRMA National points. Drew Hughson and his Maico ran away with the first moto, but in the second he was pressured by Brian Erdek on a screaming 125cc Husky. Erdek carded a pair of second-place finishes, while Bultaco-mounted Stuart Besser went 3-3.

In the second Plus 30 Intermediate division Norman Smith looked like a sure winner, until he was reeled in and

Norman Smith won two classes in the Intermediate division on a '74 Yamaha.

passed Husky rider Ken Simpson on the last lap. Smith again grabbed the holeshot in moto two and again had Simpson on his tail. This time, though, Smith was able to keep hold of his lead to the end.

Last up was a combination of Plus 40 and Plus 50 Intermediates and Experts. This time Higgins and Weinert were racing against each other as Plus 40 Experts. The two took off from the rest of the pack, with Higgins maintaining a lead of about three seconds. At the finish the margin was even smaller.

In the second moto Higgins started dead last and blazed through half the pack on the first lap. By lap two he was third behind Weinert and CZ rider Tom Marsh. But instead of making his move on the leaders, Higgins started to lose ground with shifting troubles. Weinert, riding his only race of the year, took the overall by virtue of his 2-1 placings, while Higgins (1-3) was second overall and Marsh (3-2) took home the third-place trophy.

With no other Premier 500cc entries, Jeff Smith, two-time World MX champ and AHRMA's executive director, entertained the crowd aboard a pristine Team Obsolete G50 Matchless. The circa-1960 converted road racer is said to be worth more than a starting line full of Honda Elsinores. Smith rode smoothly and quickly, but had problems remembering the "backward" shift pattern of the gearbox. CN

Results

SPTSMN 125 NOV: 1. Jeremy Duff (Hon); 2. Kenny Konwin (Hon); 3. Oscar Azevado (Hon).
SPTSMN 125 INT: 1. Carl Mabry (Hon); 2. Tom France; 3. Brian Erdek (Hus).
SPTSMN 125 EX: 1. Ronnie Stewart (Hon); 2. Greg Bastek (Hon); 3. Paul Burnett (Hon).
SPTSMN 250 NOV: 1. Mark Wunderlin (Hon); 2. Peter Tanner (CZ); 3. Eric Brillo (Yam).
SPTSMN 250 INT: 1. Norman Smith (Yam); 2. Richard Field (CZ); 3. Joe Brillo (Yam).
SPTSMN 250 EX: 1. Jim Weinert (Hon); 2. Doug Wentzell (Hon); 3. Tim Weaver (Bul).
SPTSMN 500 NOV: 1. Allen Proctor (Bul); 2. John Stackus (CZ); 3. Greg Grezeskowiak (Hus).
SPTSMN 500 INT: 1. Drew Hughson (Mai); 2. Richard Field (CZ); 3. Ken Simpson (Hus).
SPTSMN 500 EX: 1. Barry Higgins (KTM); 2. Richard Heins (Suz); 3. Bernie Kohler (Suz).
SPTSMN OPEN TW EX: 1. Barry Higgins (BSA); 2. Rick Doughty (Ric); 3. Beno Rodi (Nor).
PREM OPEN TW INT: 1. Mike Smith (Nor).
PREM OPEN TW EX: 1. Beno Rodi (Nor).
PREM L/W II INT: 1. Todd Newell (Oss).
+30 NOV: 1. Mark Wunderlin (Hon); 2. Allen Proctor (Bul); 3. John Burkett (Hon).
+30 INT: 1. Drew Hughson (Mai); 2. Brian Erdek (Hus); 3. Stuart Besser (Bul).
+30 EX: 1. David Clemence (Bul); 2. Daniel Field (CZ); 3. James Gylnn (Hus).
+40 NOV: 1. Alex Moroz (CZ); 2. Robert Trueworthy (Bul); 3. Simeon Hughson (Mai).
+40 INT: 1. Dick Pisa (Mon); 2. Phil Hanford (CCM); 3. Tom Twarddowski.
+40 EX: 1. Jim Weinert (Hon); 2. Barry Higgins (KTM); 3. Thomas Marsh (CZ).
+50 NOV: 1. Bob Smith (Yam).
+50 INT: 1. Robert Hayes (Hon); 2. Bernie Kohler Sr. (Suz).

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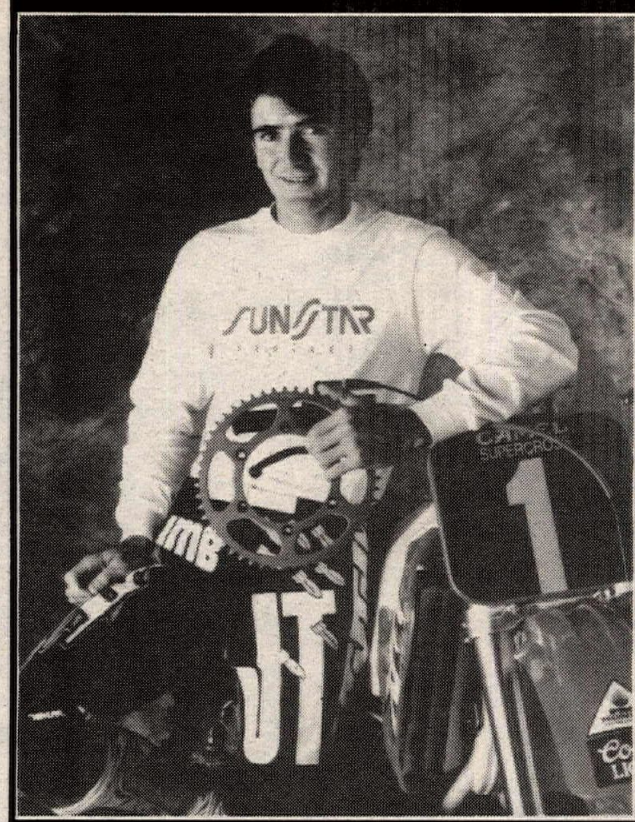

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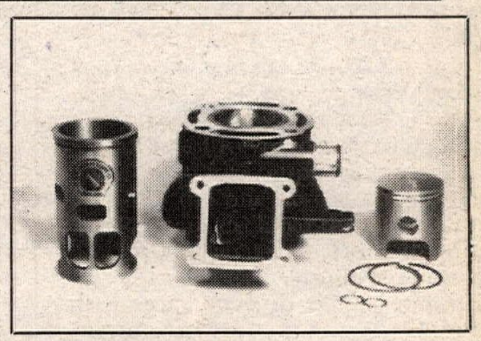

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Overall winner Aaron Hough successfully looks for the high line through Rock Creek.

Four-time Illinois Cross Country Champion Jeff Fredette was second overall.

Hough outlast 'em at Morrison

By Merle Acord

MORRISON, IL, OCT. 20

Team Green's Aaron Hough blasted 125 miles of open fields, tight woods and deep water crossings in five hours and 57 minutes to score the overall win at the 16th running of the Illinois Cross Country Championship race. Hough, riding a Kawasaki KDX250, beat out runner-up, nine-time ISDE gold medalist Jeff Fredette, a four-time winner of the event.

The start was a 200-yard drag race across an open field into a left-hand sweeper. The riders then swung in a large half circle back to the start line in front of the spectators and another long drag to the start of a short two-mile loop.

Tim Taber grabbed the Expert class holeshot in the dead-engine start ahead of Phil Converse. However, Taber lost the front end in the loose, sandy, open field, while making a high speed left-hand sweeper and did his first head-plant of the race. Converse inherited the lead, followed by Hough, motocrosser Junior Jackson and ATK's Ron Naylor, while Fredette was back in the pack, saving his energy for a last-loop charge.

The course was a three-loop configuration, with a 45-mile second loop which was ridden twice.

"One of the hardest parts of this race was breaking trail," said winner Hough. "We kept switching back and forth with the lead before gas. That was about the middle of the first loop. Naylor had about 10 seconds on me, but he lost a chain or something and I saw him alongside of the trail, and then I never saw him the rest of the day.

"I was third or fourth off the line, and about midway through the first 45-mile loop, I decided I'd better get out front and build up some kind of lead, so I could take it easy if I had to," added Hough. "So I worked real hard on the first loop and not quite so hard on the second loop. On the second loop, I had about a two-minute lead at the third gas stop."

Runner-up Fredette said, "The shotgun start took me by surprise and I was dead last off the line; I just had to keep picking guys off. They would make a little mistake here and there, and I took advantage of it."

Third overall Converse said, "I took over the lead at the start when we came around the barrels and Tabor crashed. Then Naylor passed me right after we started the first short loop. But I caught and passed him back when we got back in the peat bogs.

"I waited for the last loop and then gave it everything I had, thinking I might catch Fredette," added Converse. "I have beat him a couple of times at the National Hare Scrambles, but not today. I couldn't close on him."

"I got hung up in some wire out there," said Naylor. "The back fender just got chewed off by a bunch of wire that was wrapped around the hub. It also whipped me on the back side pretty bad. I was going through a field wide open when that thing started whipping me. I finally got stopped and cut it out. At that time I was leading and, when I got back riding, I was about four minutes down on Aaron. I caught up to where I had him in sight a couple of times, then I hung my foot on a root and twisted my knee bad and that was the end of me for this day."

Kawasaki-mounted Larry Sullivan finished fourth overall, crossing the checkered flag two minutes behind Converse. Sullivan, who usually nails the holeshot, said, "I had a bad start. I didn't think Charley (the starter) would shoot the gun standing out in front of the line like he did. I was a little nervous and had to kick about three times. That put me somewhere at the back of the pack.

"I was getting tired in the first loop," continued Sullivan. "It seemed like we were in the woods forever. With all the leaves on the ground the trail was very hard to follow in that first loop, and it was impossible to set up a rhythm. We were taking turns braking trail through the first loop. On the second loop, the trail wasn't too bad, and I was able to make up some time."

Although Jackson finished outside the top 10 overall, he gained some respect for himself and for motocrossers in general from the off-road racers. (Motocrossers have a reputation here of blitzing for about an hour then wiping out on a tree). Jackson drowned out in the first crossing of Rock Creek, which dropped him from first to last in the Expert class. Next, Jackson ran out of gas, but he never quit and finished the race in seven hours flat.

"I had a lot of fun, but I hit Rock Creek too hard on the first loop and that's why I drowned out," said Jackson. "The rest of the day I slowed down."

ATK rider Dan Wancket finished fifth overall and first place in the A class, plus collected double points and clinched the ICCRA Fall Series A class championship.

Ben Shafer was a front-runner before falling off the pace with leg cramps, and he eventually finished sixth overall.

Ron Whipple, who finished second in the A class, said, "I followed Wancket for a long time, then he kicked up a stick and I hooked it in my brake pedal. When I got going again Sam was gone. I had the holeshot, but I just can't seem to put it together here."

Ryan Moss didn't have any trouble putting it all together, as he won the 200-250 B class.

Glen Fuegen, who finished second in the 250cc B division said, "I was leading the B class at the end of the first loop, but then I endoed in a ditch, and by the time I had collected myself I was in third. That fall took a lot out of me. I was tired already and that just about did it for me."

Despite getting stuck in the mud once, Ray Poston scored the Super Senior class victory. CN

Results

EX: 1. Aaron Hough; 2. Jeff Fredette; 3. Phil Convers; 4. Larry Sullivan; 5. David Pucharich.

A: 1. Sam Wancket; 2. Ron Whipple; 3. Jeff Goss; 4. Geoff Mellinger; 5. Gary Peterson.

SR: 1. John Hossman; 2. Steve Hardine; 3. Glen Knox; 4. Mark Homes; 5. Bob Mathes.

S/SR: 1. Ray Poston; 2. John Cygnor; 3. Bill Devore; 4. John Lyon; 5. Dan Konicke.

B 250-PLUS: 1. Tony Robinson; 2. Glen Fuegen; 3. Lloyd Haas; 4. Kerry Liable; 5. Rich Burman.

B 200-250: 1. Ryan Moss; 2. Jeff Daughty; 3. Robert Flanacan; 4. Patrick Hartman; 5. Ban Laskye.

TR: 1. Al Craven; 2. Mark Willson; 3. Tod Williamson; 4. Chuck Cunningham; 5. Gary Hamilton.

Continued from page 2

sponsorship will not last much longer and that the short-term objectives of the tobacco giants and the teams that work for them do not serve the long-term interests of the sport.

And as he flew toward New Zealand, with a stop-over in Australia, he must have done quite a bit of soul-searching. He had left Heathrow apparently committed to gaining the approval of the General Assembly for the Dorna-Two Wheel Promotions-FIM compromise agreement. He certainly had enough political power to gain the support of the FIM membership . . . but apparently Vaessen changed his mind as he studied the highsides of the clouds out the window of an Air New Zealand 747.

He may have been seeing a kind of cloud-sculpted Mount Rushmore of hated IRTA faces as well as he recalled quotes in the European press from IRTA leaders and riders who said that the FIM would now be a ceremonial entity, handing out bottles of Moet and throwing flowers at the feet of Big Tobacco's young gladiators.

Or was it that he met with strong opposition from his own people . . . from Zegwaard, from Zerbi, from Noll and Deubel and from Secretary General, Guy Maitre?

Whatever the reasons, Vaessen was not the same man in Christchurch that he had been in Heathrow.

He opened the General Assembly with an attack on IRTA. He said, "On 11th August I called a meeting of the executive board to discuss the situation (regarding the breakaway threat) and I received the full support of the executive board and the CCR President to act to pull all parties together. On 17th August at Mugello I held a press conference to announce the plan."

I was at Mugello. Vaessen handled the press well, with humor and tact compared with the provocative and defensive style of Zegwaard who had accused the press of misquoting him and distorting the facts in a press conference at the previous GP at Donington. Vaessen offered IRTA, ROPA and Dorna seats on a Grand Prix Bureau which would govern Grand Prix racing, ROPA (Roadracing Organizers' and Promoters' Association) accepted immediately, or at least ROPA President Maurizio Flammini issued a statement saying that ROPA was totally behind the FIM and against any "outlaw" championship.

"But when I approached IRTA," continued Vaessen speaking before the opening General Assembly in Christchurch, "I was told by the chief executive (Paul Butler) that he had no mandate to negotiate with the FIM. At this point, I knew that IRTA was leaving the FIM and was only waiting for the season to finish."

A week later, IRTA voted during their General Assembly, in Brno, Chechoslovakia, to leave the FIM and enter into a contract with Bernie Ecclestone in order to form an alternative World Championship.

Vaessen told the FIM, "I feel angry when I think about the manner and the way that the FIM was treated. The strategy to protect the FIM had to be changed completely. There could no longer be cooperation, communication and respect for each other. There could now unfortunately only be confrontation, power play and tactical moves."

Vaesen then went on to explain how he made an appeal to Dorna to assist with their strength and financial power. Dorna's version is different, however. The Spanish say that they asked to be empowered to open negotiaions with Ecclestone and IRTA on behalf of the FIM because they felt that the FIM was losing and that as a consequence their investment in a five-year TV contract at $30 million, with $1 million already paid, was at risk.

The General Assembly gave Vaessen the vote he wanted, ousting IRTA as FIM Associate Member.

Back in Europe, Golding, Ecclestone and Butler were puzzled by Vaessen's attack on IRTA. They wondered if this was not just macho talk in order to make the bitter pill of the Ecclestone-Dorna-FIM agreement easier to swallow.

Word fed back to Europe by insiders was not comforting for Vaessen's potential partners.

Spanish Federation President Oriol Mauri said to Spanish friends, "The mood is ugly here, very much against IRTA and against Ecclestone."

Vaessen had postponed the vote on the Barcelona compromise until Tuesday, October 22, in order to hold a special meeting of the Management Council.

When Vaessen addressed the General Assembly on Tuesday, most expected him to urge support for the agreement and indeed his opening words seemed to be directed toward acceptance of "the deal."

Vaessen took the delegates through the developments that had led him to sign a letter of intent with Ecclestone and Golding and even explained, "What is happening to our sport is nothing new. A lot of international federations have faced the same threat of breakway of the top players, athletes or drivers, etc."

Delegates still jet-lagged by the long flight to New Zealand believed that they were being prepared to vote yes, especially when they heard Vaessen say, "Mr. Ecclestone has proved with Formula One what his organization can achieve. I honestly believe that this would be positive for the image of our sport and for the standard of living of the riders, etc." (Did Vaessen's change of opinion take place so suddenly that he did not have time to rewrite his original speech which was intended to lead to approval?)

Then Vaessen changed gears: "The only consequences (to approving the agreement with Ecclestone and Dorna) are that he (Eccestone) rules and governs the sport all by himself. He shows absolutely no respect for the international bodies such as FIA. The role of FIA in the car sport for example has been reduced to nearly zero."

Everyone was bolt upright and awake now.

"Finally we (the management council) came to the conclusion that we had to advise the General Assembly, the highest deciding authority, not to accept the proposed agreement for the FIM World Championship."

A couple of people had already slipped out to the lobby and soon phones were ringing in Madrid, London, Amsterdam and Hammamatsu.

"Vaessen is scrapping the deal," was the terse message in Spanish that shocked this reporter who was monitering and congress by fax and phone and modem from Madrid.

At midnight Madrid time, I heard from Peter Clifford, IRRPA's (International Road Racing Press Association) representative in Christchurch. The General Assembly had voted down the proposal and Vaessen had proposed a GP Bureau made up of the FIM president (himself), the CCR president (Zegwaard), the FIM treasurer (Tore Kittilsen), the CCR safety officer (Hans Baumer) and the managing director of Dorna Promocion del Deporte, Richard Golding.

Vaessen then asked himself the $64 million (literally) question, "Why?" and he answered himself as follows: "First. The outcome of the elections of the FISA presidency where Mr. Moseley, Mr. Ecclestone's lawyer, was elected instead of Mr. Balestre. And this shows that he will try to influence the FIM sometime in the future. Why would he act differently in the FIM than in FIA?

"Second. It came to my knowledge and in a different way to other management coucil members that he (Ecclestone) has tried to influence the outcome of the voting by buying votes before this congress. I can assure you that this did not succeed."

"Third. The fact that the CCR president (Zegwaard) who was chosen by you and the CCR is not allowed to take part and to carry out his duties in the new set-up proves once more that there is no confidence in the FIM. And in the background there is a political play by IRTA.

"Fourth. The role of IRTA will (would) still be an important one at the FIM Grand Prix. Several interviews last week show clearly the arrogance and the celebration of a victory over the FIM even if an agreement is reached between the FIM, Dorna and Two Wheel Promotions."

Vaessen in calling for the vote had warned that Dorna might walk: "It is also possible that Dorna would like to or will cancel their contract with us because of the change in circumstances, but even with this in mind we still advise you not accept."

The half day time-lead of New Zealand over Europe gave Bernie Ecclestone and Richad Golding time to draft a joint press release stating that Two Wheel Promotions and the Dorna Group of Companies had decided as a result of the failure of the FIM president to support the agreement that he had signed with them to "proceed to promote, organize and run 500cc, 250cc, 125cc and sidecar events counting for the World Championship."

It was a declaration of war on the FIM signed by Ecclestone and Golding and dated Tuesday, October 22, in London, although the Spanish translation was released a day later in Madrid because Golding wanted to speak personally to Vaessen before officially leaving the FIM to join Ecclestone.

In the closing session of the General Assembly, Vaessen asked for and got approval (several federations including Spain and Australia may have abstained from this show of hands, but only the British ACU asked to have their abstention recorded) of a motion stating that "any circuit used for a road race not held under the auspices of the FIM will not be nominated any more for any internation or national racing events under the authority of the FIM or the FMN (national federation)." He then presented Hiroshi "Fred" Suginuma who spoke on behalf of the Japanese Federation to inform that "the four companies (Honda, Suzuki, Yamaha and Kawasaki) have said under oath that as long as they are manufacturing motorcycles they will support the FIM. All manufacturers will supply machines for FIM events."

He later acknowledged, however, that he was not saying that the manufacturers will only supply the FIM and no other championship.

IRTA General Secretary Mike Trimbly's reaction to the FIM's attempt to scare off circuit owners was, "The circuits are Bernie Ecclestone's problem and he assures us that there is absolutely no problem in his securing the 12 to 14 safe circuits he is required to provide as his part of the contract. As far as the teams are concerned we have the great majority signed. The sponsors have and are continuing to put an extreme amount of pressure on the teams so that at the moment we have all the 500cc teams except one Honda rider and two Suzuki riders."

And to add a final element of mystery, Vaessen told a reporter that, "We will have a meeting on December 1st and we might just give the federation the rights (TV rights) for one year (1992) and then in 1993 the Dorna contract comes into effect."

Did Vaessen forget that Dorna was now in the enemy camp? Does he still believe that he can recover his powerful Spanish partner? If he does he is very badly mistaken.

Does Bernie Ecclestone already have enough circuits to run from 12 to 14 World Championship points-scoring races? Will Honda and Suzuki lease their works racing bikes to Rothmans and Lucky Strike for the breakaway series? (Yamaha and Cagiva are already firmly committed to the Ecclestone-Dorna-IRTA championship.) Will there be parallel championships?

The answer to all questions seems to be yes, although it is difficult to imagine how the FIM World Championship will be financed, who will race in it and who will televise it.

In New Zealand, Vaessen has conducted a sort of theatre of the absurd before a captive audience before departing to Bali for a vacation. When he returns to Europe he will find that Ecclestone, Dorna and IRTA are not bluffing and that the big teams and the world's elite riders are absolutely fed up with the FIM.

Vaessen believes that someday in the future he will be remembered as the man who stood up to save Grand Prix racing from falling into the waters of the big-time marketing sharks. The conditions that he flew away from Heathrow with were not ideal for the FIM, but they were probably the best deal the FIM could have hoped for, and conditions that will not be offered again, at least not to the present leadership. In fact if FISA decides to take motorcycle road racing under its wing, the FIM may have lost forever the jewel from the crown of motorcycle racing.

Whatever happens, it is clear that Vaessen's actions are based on a deep personal resentment for the treatment that he received from IRTA and on an instintive distrust and/or fear of Bernie Ecclestone. (Vaessen wouldn't have wanted lights in Wrigley Field either.) Loyalty is an admirable thing and Vaessen believes he has been loyal to the FIM. He has defended his cohorts and glossed over their mistakes. Is he driven by a quixotic distaste for the commercial interests that have taken over all major professional sports, including road racing?

It doesn't really matter anymore, because the war has begun. In his Mugello press conference, Vaessen spoke of war and when asked what he would do to head off the breakaway series, he replied, "I have a plan, but when Norman Schwarzkopf was asked what his plans were he did not disclose them and I will not either." The traditional power of the federations is still considerable, especially in Europe, but the forces already amassed against Vaessen seems to put him more in the position of Sadam than Stormin' Norman.

Unfortunately, some innocent federations and circuit owners are going to be caught in the cross fire that has already begun. CN

LOCAL EVENTS

Matt Polosky (99), Charles Vice (92) and Brad Schultz mix it up at Perris MX.

O'Mara puts on a show at Perris Motocross

By Tony Alessi

PERRIS, CA, OCT. 13

Johnny "O'Show" O'Mara came out of retirement to join 667 other entrants at round two of the GFI Fall Series at Perris Raceway. The 125cc National and Supercross Champion dazzled the crowd with his smooth riding style en route to a pair of wire-to-wire moto victories in the 250cc Pro class.

O'Mara grabbed the first moto on a bike he had only ridden in practice. "I broke this bike in today in practice," O'Mara said about the new Kawasaki KX250.

While O'Mara led, Mike Chamberlain and Brian Manley fought over second place, while Damon Huffman was making rapid progress toward the front (after a poor start). Manley made the move on Chamberlain then closed to within four bike lengths of O'Mara, but that's as close as he or anyone would get to the former champ.

O'Mara rode practically flawlessly and pulled away late in the race for a convincing win. Huffman and Mike Young charged through the pack, passing Manley and Chamberlain late in the race for second and third, respectively.

O'Mara got another perfect start in moto two. Mike Young pulled in behind O'Mara for second and he was followed by Chamberlain. O'Mara and Young left the pack behind and O'Mara rode ultra-smooth to keep Young at bay during the early laps. O'Mara's stamina was superior late in the race as he pulled away for another convincing win. Young maintained second the remainder of the moto while Huffman, who started poorly once again, moved up to finish third. O'Mara's back-to-back wins netted him the lion's share of the GFI 200% Pro payback purse, and his only defeat of the day came during the GFI arm wrestling tournament when race promoter Goat Breker proved to be a bit stronger, topping O'Mara and a number of other worthy challengers.

Erik Hilton led much of the first 125cc Pro moto, while 15-year-old Huffman charged up from a midpack start. Once Huffman reached the leader Hilton, he turned up the wick, flew past Hilton then ran away for the easy win.

Billy Joe Mercier led the opening laps of the second moto and was just beginning to pull away when he suffered arm cramps.

"My arms pumped bad down the back straight, it's the fastest I ever went," he explained.

Huffman assumed the lead but was dogged up to the final lap by Race Tech rider Manley, who used much of the moto plotting a last lap move. Manley's plan paid off as he passed the teenager on the final lap and held on for the win. Huffman scored the overall win since Manley finished 10th in the first moto as a result of a crash with Mercier. Bubba Erickson rode consistently for second overall with Dana Wiggins doing the same for third.

Craig Decker dominated the Intermediate classes by topping both 125 and 250cc divisions. Donald Upton gave him a close race in the 250cc class by winning the first moto, but Decker came back to win the all-important second moto and score the overall win.

Decker and Mike Metzger had the closest battle of the day in the first 125cc Intermediate moto with Metzger edging out Decker by less than a wheel length as they beat the rest of the field by more than a half a track. Decker came back in the second moto to score the moto and overall win over Metzger and Danny Seyler. CN

Results

FIRST TIMERS: 1. Marques Doyle (Yam); 2. Caleb Woodard (Yam); 3. David Speight (Yam); 4. Ricky Oliver (Yam); 5. Christopher Deiter (Yam).

50 D-1: 1. Landon Robbins (Yam); 2. Johner Faulkner (DMC); 3. Davey Freeman (Yam); 4. Jason Ciarletta (Itj); 5. Dylan Lord (Yam).

50 D-2: 1. Anthony Bruscello (Yam); 2. Jeremy Malott (Yam); 3. Victor Nunez; 4. David Wood (Suz); 5. Chad Robins (YZ).

50 MOD A: 1. Johner Faulkner (DMC); 2. Chad Gaumer (Yam); 3. Cale Wallace (Yam); 4. Davey Freeman (Yam); 5. Chad Robbins (Yam).

50 MOD B: 1. Scott Nelson (Yam); 2. Dylan Lord (Yam); 3. Landon Robbins (Yam); 4. Ross Garcia (Yam); 5. Eric Wood (Yam).

60 0-8:1 1. Scott Nelson (Kaw); 2. Roland Rodriquez (Kaw); 3. Vance Freeman (Kaw); 4. Landon Robbins (Kaw); 5. Eric Wood (Kaw).

60 9-11: 1. Jerry Aleman (Kaw); 2. Jonathon Shimp (Kaw); 3. Billy Payne (Kaw); 4. Geoff Rader (Kaw); 5. Chris Panek (Kaw).

80 BEG: 1. Josh Fink (Kaw); 2. Kenny Miller (Yam); 3. Pete Roles (Suz).

80 NOV: 1. Jerry Aleman (Suz); 2. Jiri Dostal (Suz); 3. Eric Schnell (Suz); 4. Doug Parsons (Suz); 5. Steve Wisdom (Kaw).

BIG WHL: 1. Zac Hybbert (Kaw); 2. Jason Padilla (Kaw).

80 INT: 1. Jeff Willoh (Kaw).

125 BEG D-1: 1. Gary Shoemaker (Yam); 2. Gary Noble (Yam); 3. David Loftin (Suz); 4. Cory Austin (Yam); 5. Dirk Flejter (Yam).

125 BEG D-2: 1. Travis Louther (Yam); 2. Bryan Croft (Kaw); 3. Dominic Luna (Yam); 4. Josh Wray (Yam); 5. Garth Milan (Hon).

125 NOV: 1. Tim Olson (Suz); 2. Lawrence Lewis (Yam); 3. Chris Wheeler (Yam); 4. Greg Schnell (kaw); 5. Fritz Schlegel (Yam).

125 INT: 1. Craig Decker (Ka); 2. Mike Metzger (Suz); 3. Danny Syler (Hon); 4. Joe Tuttobene (Suz); 5. Shawn McIntosh (Kaw).

125 PRO: 1. Damon Huffman (Kaw); 2. Bubba Erickson (Suz); 3. Dana Wiggins (Yam); 4. Darrin Hoeft (Suz); 5. Eric Hilton (Yam).

250 BEG D-1: 1. Brian Fountain (Yam); 2. Derek Gainer (Kaw); 3. Jamie Young (Yam); 4. Mike Apicello (Hon); 5. Ryan Carroll (Hon).

250 BEG D-2: 1. Richard Worley (Yam); 2. Bret Milan (Kaw); 3. Tom Colitt (Kaw); 4. Mark Reyes (Kaw); 5. Fred Nelson (Yam).

250 NOV: 1. Garey Denton (Yam); 2. Duane Summers (Yam); 3. Kenny Maddux (Yam); 4. Eric Beingesser (Yam); 5. David Smith (Yam).

250 INT: 1. Craig Decker (Kaw); 2. Donald Upton (Hon); 3. Steve Drew (Hon); 4. Joe Tutobene (Yam); 5. Shawn McIntosh (Kaw).

250 PRO: 1. Jonny O'Mara (Kaw); 2. Mike Young (Suz); 3. Damon Huffman (Kaw); 4. Brian Manley (Suz); 5. Mike Chamberlain (Yam).

500 BEG: 1. Dean Brown (Hon); 2. David Boyd (Hon); 3. Pat Boyd (Yam); 4. Fred Theil (Yam); 5. Chuck Anaya (ATK).

500 NOV: 1. Steve Scrape (Hon); 2. Scott Churchill (Hon).

500 INT: 1. Steve Drew (ATK); 2. Bryan Curtis (Hon); 3. Brett Stubbs (Kaw); 4. Steve Reeves (ATK): 5. Kelly Pichel (Kaw).

500 PRO: 1. Greg Zitterkopf (Kaw); 2. Craig Canoy (Hon); 3. Eddie Hicks (Hon); 4. Mike Young (Hus); 5. Ray McIntosh (Kaw).

+25 BEG: 1. Gary Shoemaker (Yam); 2. Brian Fountain (Yam); 3. Jamie Young (Yam); 4. Mike Apicella; 5. Max Kennedy.

+25 NOV: 1. Rich Barton (Yam); 2. Greg Keim (Yam); 3. Duanne Summers (Yam); 4. Tony Alessi (Yam); 5. Rick Caro (Yam).

+25 INT: 1. Brian Magee (Hon); 2. Rodrigo Dill (Kaw).

+30 NOV D-1: 1. Greg Fountain (Yam); 2. Grave Wallace (Yam); 3. Richard Worley (Yam); 4. Frank Villa (Suz); 5. Scott Freeman (Yam).

+30 NOV D-2: 1. Don Pastell (kaw); 2. Mike Marion (Hon); 3. Bill Reimer (Kaw); 4. Greg Mazzio (Yam); 5. Louis Springer (Yam).

+30 INT: 1. Gary Denton (Yam); 2. Doug Taft (kaw); 3. Robert Sheldon (Yam); 4. Tommy Brackens (Kaw); 5. Marc Crosby (Yam).

+30 PRO: 1. Marc Johnson (Suz); 2. David Sarian (Hon); 3. Tim Cauby (Hon).

+40 OT NOV: 1. Frank Benacka (Yam); 2. Dan Fields (Yam); 3. Storme Silvis (Hus).

+40 INT: 1. Bill Carr (ATK); 2. Larry Popp (Hon).

Werner wins Junior title at Perris Speedway

By M. Sober

PERRIS, CA, OCT. 13

Chris Werner, a 14-year-old Hesperia high school student, won the 1991 United States Junior Speedway title, when he outgated and outrode a field of 12 First Division Junior riders at Lake Perris Speedway. The race was part of the Lake Perris Farmer Fair, which is held each year adjacent to the speedway track. The Junior National is set up in classic championship-style format with each rider participating in five individual heats that score three points for a win, two for second place, one for third and a zero for last. The highest score at the end of the event is the winner.

The opening ride of round one saw the 1990 Junior National runner-up Heath Hammonds score an easy win over Allen Krause and Matt Becker. Chris Werner scored the win and three points in the second heat, besting Aaron Matteson. The third and final heat of the round was dominated by 11-year-old Stephen Downing.

Round two opened with Werner, once again, going wire to wire for another three points, maintaining his perfect score at the expense of Ryan Matteson and Becker. Danny Bandfield was eliminated from competition after damaging his hand against the back straight crash wall in lap four.

The second heat of round two was won by Stephen Downing, who outdistanced Krause and Michael Hull. Hammonds, once again, dominated his heat, taking the checkered flag ahead of Travis McDonald and Aaron Matteson. After two rounds of action three riders — Werner, Hammonds and Downing — were all tied at the top with perfect six point scores. McDonald and Krause were tied for fourth place with four points each.

The opening heat of third round action pitted Downing and Hammonds against each other. When the starting tapes went up Hammonds was the first to react. Down the back straight Downing edged out Hammonds and assumed the lead. Downing kept the front position all the way to the checkered flag, while Hammonds came up a few yards short of the finish line and ended up on the infield and in last place. McDonald finished seocnd for the third straight race and third went to Becker.

The second heat of round three found two brothers facing each other for the first and only time of the day. Ryan Matteson lined up in the outside starting position with his twin Aaron Matteson next to him. Aaron got the start and, after a brief duel with pole-sitter Michael Hull, took over the lead for good. Ryan managed to work his way by Hull as well but couldn't make up any ground on Aaron.

The final heat of the middle round was, once again, the property of Chris Werner, as he took an early lead and coasted to another three points. Larry Heseman was second.

Michael Hull found the opening heat of round four to his liking as he posted his only win of the day. Hull, who started from gate three, bested Heseman and Krause in a three rider heat. The heat that all the scorekeepers had their eye on from the beginning was heat two of the fourth round.

Starting in gate three was Werner and outside of him, due to the luck of the draw, was Steven Downing. Both had a perfect score up until this race. Werner got the jump at the starting line and assumed an early lead, while Downing was trailing on the outside line. Downing drove too hard into the first turn and had trouble controlling the bike as he exited turn two. As Werner made his way toward turn three Downing glanced off the crash wall and slightly out of control, drove hard after Werner. As Downing entered turn three his loss of control and excessive speed caught up with him and he laid the bike down in turn three just inches behind the sideways Werner. Since Downing was the only rider down, there was no red flag and no restart, all he could do was watch the race from the infield.

Hammonds got back on the winning side of things in the next heat, taking the win over Ryan Matteson, McDonald and Amber Kossuth. As the final round approached, Werner was finally alone at the top with 12 points. Hammonds and Downing were tied for second with nine points each. Aaron Matteson, making a fine showing, trailed them by only one point with eight.

The final round began with Downing showing he was down but not out as he, once again, made the outside line work, posting the win over Ryan Matteson. The second-to-last regularly scheduled heat was won by Aaron Matteson, who despite starting on the pole, had to work past a very determined northern California rider named Travis McDonald.

The final race of the event was also the last chance for anyone to beat Werner. Hammonds and Downing still had a shot at the title if Werner could be kept silent in this last heat. Hammonds rebounded from his earlier disappointments and immediately went to work on the rider with the perfect score. Hammonds, starting from the third slot, with Werner to the outside of him, was guessing perfectly with referee Jim Fishback and was the first rider to reach the first turn. Hammonds had Werner in his pocket by the end of one lap and never gave him any daylight to move to the front. Hammonds won the heat but with Werner finishing second the championship was his with 14 points. Downing and Hammonds finished tied for second with 12 points and so were involved in a four lap run-off to

determine the overall second place finisher.

Downing won the coin toss and chose the inside starting position. Downing had the starting position advantage and the win, holding off Hammonds all the way to the checkered flag. CN

Results

FIRST DIV JR: 1. Chris Werner (Wes) 14 pts; 2. Stephen Downing (Wes) 12; 3. Heath Hammonds (Wes) 12; 4. Aaron Mattheson (Wes) 11; 5. (TIE) Ryan Matteson (Wes)/Travis McDonald (Wes) 9; 7. Allen Krause 6; 8. (TIE) Matt Becker/Michael Hull (Wes)/Larry Heseman 5; 11. Amber Kossuth 1; 12. Danny Bandfield 0.

SUP JR: 1. Angela Hale (9 pts); 2. Tim Cochren (7); 3. Brandon Mitchell (6); 4. Brett Becker (5); 5. Ben Sublett (4); 6. Scott Larsen (3); 7. Ryan Fisher (2).

Klamick cruises at Glen Helen Old Timers two-day Motocross

By Sheila Kaynein

SAN BERNARDINO, CA, OCT. 19-20

Fred Klamick competed in four motos, holeshoting two of them, to win all four motos in the Novice Division Two class and run up the best score of the Old Timers MX two-day motocross extravaganza at Glen Helen.

In the first Novice divison one moto, Klamick grabbed a handful of throttle and rocketed through the first turn with Ken Williams a short distance behind him, as were Steve Pobjoy, Gary Brick and Frank Derby.

As Klamick came into sight from the Canyon section, Williams was nowwhere to be seen, Brick was the second rider to come into sight with Popjoy glued to his rear fender. Another lap and the lead trio was equally spread out, but Derby was losing ground fast. And behind Derby were Bill Misener and Barry Simon who was recovering from a first turn spill.

At the midway point, Misener had closed on Pobjoy after getting by Williams and was about to make a pass attempt when a bobble cost him a couple of positions and Simon took over the number four slot.

As the race came to a close Brick looked back and realizing he was clear of the pack, backed off the pace and cruised home the winner. Brick held onto his lead for runner-up honors, while Pobjoy finished third, Simon fourth and John Flanders in fifth.

Moto two saw Simon keep the rubber side down and fight for the holeshot with Klamick all the way down into turn two, where Klamick edged Simon out for the lead. Simon was determined to stay with the leader, but a few errors on the first lap dropped him off Klamick's pace.

Misener was smooth and steady, as he moved into third and closed on Simon. Pobjoy too, was on the gas and closing on Misener as was Flanders.

It was in the heat of battle where Pobjoy pulled away from Flanders as he cut a path through the pack. Passing Misener and then Simon, Pobjoy found himself in the number two slot, then he went in search of Klamick, who once again had left the pack behind.

Brick moved up the ranks and followed Pobjoy's tracks, passed Flanders and then Simon. Misener took advantage of a Simon/Flanders duel and passed both of them in one swoop to move into fourth.

Moto two came to an end with Klamick out front again followed by Pobjoy, Brick Misener and Simon. At the end of day one, it was Klamick with two points, Pobjoy edging out Brick for second. Simon was holding down fourth and nine points and Flanders breaking into the top five with 11 points.

The first moto on day two saw Simon grab the holeshot and lead up to the Stadium rockers, where Klamick powered by for the lead. Pobjoy was running third with Brick and Derby completing the top five.

Pobjoy studied Simon's lines for a lap and pounced, driving to the inside line in the sweeper, taking over second. Brick snuck in behind the pair, and, as Simon made his move on Pobjoy, Brick went around both of them and into second.

A very surprised Pobjoy got back on the gas and repassed Simon, but Brick had opened up a little breathing room. Half a lap later Pobjoy closed the gap and worked his way through the Canyon doubles side by side with Brick holding onto second.

As the moto wound down Klamick scored his third win of the weekend, and Brick held on for second over Pobjoy. Simon and Derby rounded out the top five.

Simon pulled another holeshot to start the final moto of the day with Klamick, Pobjoy and Brick in close company. Klamick followed Simon into the rockers, changed lines and powered by for the lead.

Pobjoy followed suit in the Canyon and took over second. Simon was next challenged by Mike Nichols but this time held off the aggressor. Running in fifth but closing quickly was Brick.

Up at the front, Klamick was enjoying a comfortable lead with Pobjoy running a solitary second. Simon, Nichols and Brick continued to keep themselves company for the next couple of laps and when the checkered flew the order remained intact.

When the four motos were tallied Klamick scored a very convincing overall with four points. Pobjoy finished second with 10, followed by Brick (12), Simon (16) and Derby, respectively.

In divison two Novice action Charles Watanabe carded a 2-1 on Saturday, edging out Hank Owen, who had won the first moto. Wendell Park put in a fine performance with a strong moto two second place showing for third overall. Rounding out the top five were Richard Orrill, with a pair of fourths, and Jack Biery Sr.

The action got even more intense on Sunday when Park won the first moto followed by Owen, with Wanatabe taking third, as the overall would be decided in the final moto.

When the gate fell it was Park out of the gate first. Owen, Watanabe, Orrill and Biery were clumped together and jockeying for position.

Park took advantage of the mass confusion going on behind him and opened up a sizable lead. By midmoto the top three were Park, Owen and Watanabe, as the pack spread out behind.

The order remained the same up to the white flag where things got crazy. With only a few corners behind himself and the checkered, Park's front wheel washed out in a corner and Owen and Watanabe rode by almost side by side, and then it was a drag race as they rounded the last corner heading for the finish.

Neither rider let off and Watanabe, with the inside line, elbowed Owen off his line and took the checkered. This gave Watanabe the day's win as well as the class overall for the weekend. Owen, with a pair of seconds, clinched second overall with Park recovering to finish third in the moto and overall position. Rounding out the top five were Orrill and Biery with Longton again top scoring woman for the weekend.

Results

OT NOV D-1: 1. Fred Klamick (Kaw); 2. Steve Pobjoy (Kaw); 3. Gary Brick (KTM); 4. Barry Simon (Hon); 5. Frank Derby (Yam).

OT NOV D-2: 1. Charles Watanabe (Kaw); 2. Hank Owen (Hon); 3. Wendall Park (Hon); 4. Richard Orrill (Yam); 5. Jack Biery Sr. (Yam).

OT AM: 1. Richard Bealer (Yam); 2. Ken Beach (Hon); 3. Randy Wessels (Hon); 4. Al Smith (Yam); 5. Richard Stuelke (ATK).

OT EX: 1. William Wilson (Suz); 2. Bill Carr (ATK); 3. Gary Willison (Kaw); 4. Keith Phillips (Hon); 5. Jim Martens (Hon).

OT MSTR: 1. Robert Fortier (Hon); 2. Samuel Groce; 3. Ron Way (Hon); 4. Steve Dunlap (Yam); 5. Ken Ratzloff (Hon).

Garcia grabs Monterey ST gold

By Mike Vancil

MONTEREY, CA, OCT. 19

It was Frankie Gracia's night and he earned the lion's share of the purse paid out to the Expert class riders at the Monterey Fairgrounds short track. The small but muscular racer was in the thick of the battle in both his 10-lap heat races and didn't escape being jarred around in the two 12-lap finals. However, he came out on top in every contest.

In the 500cc Expert heat race, Ricky Smith burst into the lead but was reeled in by Garcia by the fourth lap. Smith hung on for second at the checkers. In the final, Garcia got a better start and was successful in holding off all challengers, the most determined among them was again Smith.

In Open Expert competition, Garcia was again pressured in the heat and final by Smith. The two pulled out a little breathing room over the rest of the seven-rider field and they were within inches of each other at every turn. Garcia hugged the inside line and forced Smith to take the long way around the race track. The battle ended with Garcia getting the checkers first, Smith second and Lonnie Pauley third.

Ray Edwards continued to outclass the Pee Wee field. Virtually unchallened for second was Anthony Houser, who just recently celebrated his fifth birthday! A spill by Cole Smith occurred in turn four at mid-race but he was up immediately and seeking help in getting restarted. He only lost one lap in rejoining the race. However, on the last lap, as he was being lapped by third place rider Colby Reid, the two riders tangled and went down hard. Neither were hurt and the checkeres were shown right after the mishap. Reid remounted and finished third while Smith had had enough of falling off and retired to the pits. Hanging in amid all the excitement was the youngest rider in the field, four-year-old Ryan Esskew, and he finished fourth.

Results

P/W 50: 1. Ray Edwards (Yam); 2. Anthony Houser (Yam); 3. Colby Reid (Yam); 4. Ryan Esskew (Yam); 5. Cole Smith (Suz).

MINI 80 NOV: 1. James Pitchford (Kaw); 2. Kenny Heess (Hon); 3. Jayson Hughes (Kaw); 4. Bryan Grier (Yam); 5. John Allan (KTM).

MINI 80 JR: 1. Cecil Short Jr. (Kaw); 2. A.J. Kirkpatrick (Kaw); 3. Clint Erickson (Yam).

MINI 80 EX: 1. Gary Miller (Kaw); 2. Brian Sgheiza (Kaw).

250 NOV: 1. Scott Thomas (Yam); 2. David Drew (Bul); 3. Darrell Hughes (Kaw); 4. Tony Machado (Yam); 5. Jerry Tenret (Yam).

250 JR: 1. Jim Poff (Yam); 2. Robert Seay (Yam); 3. Jeremy Twitt (Kaw).

500 NOV: 1. Ricky Roach (Hon); 2. Larry Thurman (Yam); 3. Kevin Deupser (Yam); 4. Randy Munoz (Yam); 5. Donny Blaylock (Hon).

OPEN NOV: 1. Ricky Roach (Hon); 2. Jerry Wuori (Yam); 3. Jim Lykins (Yam); 4. Keith Rainaud (Yam); 5. Bruce Yeaton (Bul).

500 JR: 1. Allan McClellan (Rtx); 2. Lonnie Lacy (Yam); 3. Billy Luker (Yam); 4. Randy Feldhaus (Hon); 5. John Pierce (Yam).

OPEN JR: 1. Lonnie Lacy (Yam); 2. Allan McClellan (Rtx); 3. Robert Seay (Yam); 4. Jeeremy Twitt (Kaw); 5. Jim Poff (Yam).

VET: 1. Dan Feldhaus (Hon); 2. Randy Feldhaus (Hon).

500 EX: 1. Frankie Garcia (Rtx); 2. Ricky Smith (Hon); 3. Lonnie Pauley (Hon); 4. David Woodward (Rtx); 5. David Freeze (Rtx).

OPEN EX: 1. Frankie Garcia (Rtx); 2. Ricky Smith (Hon); 3. Lonnie Pauley (Hon); 4. Perry Lang (Hon); 5. David Woodward (Rtx).

MX champion Jeff Stanton returned to his home track — Log Road MX.

Post tops Stanton at Log Road MX

By Arthur Mabry

COLDWATER, MI, OCT. 20

In a show of support for the Midwest Racing Association, Jeff Stanton came home to Log Road MX for a day of racing at his home track. And Brian Post topped the two-time Camel Supercross and 250cc National Champion in the 250cc/Open Expert class.

Stanton finished first in moto one, but in moto two Post scored the win as Stanton stopped for over a lap to check on the condition of a buddy who had crashed. Stanton finished second in the race, while Tom DeGuise captured third and the same overall finish.

But after the long National season, Stanton seemed more content getting back his roots at Log Road, where he was a regular racer several years ago on a worn-out bike transported by a matching pickup truck. Accompanied by several family members and friends, Stanton autographed everything handed to him and spent the clear, sunny day observing the up-and-coming riders.

Results

250/OPEN EX: 1. Brian Post; 2. Jeff Stanton; 3. Tom DeGuise.

125 EX: 1. Jay Hoffman; 2. Aaron Smith; 3. Johnny Putnam; 4. Kevin Church.

85 EX: 1. Nicholas Wey; 2. Travis Peterson; 3. Troy Harwood; 4. Jim Post.

60: 1. Kenneth Rates; 2. Jeremy Ball; 3. Wendell Penrod.

125 INT: 1. Jeff Beckle; 2. Dave Brand; 3. Rick Walterspaugh; 4. Kirk DeBoer.

250/OPEN INT: 1. Shay Fisher; 2. Bill Vann; 3. Jeff Beerbower; 4. Lonnie Hammond; 5. Joe Kittle.

85 NOV: 1. Jeremy Booher; 2. Brian Edick; 3. Matt Searles.

85 BEG: 1. Raymond Medina.

125 NOV: 1. Matt Behringer; 2. Jeff Hinen; 3. Ryan Haines; 4. Nelson Copeland; 5. Charles McClelland.

250/OPEN NOV: 1. Kenneth Ball; 2. Doug Snelgrove; 3. Bill Zuehlke; 4. John Knowles; 5. Kevin Hicks.

125 BG: 1. Eric Dearman; 2. Jason Booher; 3. Ryan Rodriguez; 4. Jeremiah Slayton; 5. Ryan Flesher.

250/OPEN BEG: 1. Chris Norton; 2. Tony Martinez; 3. Tim Briggs; 4. Mike Parlette; 5. Scott Walkinshaw.

VET 25+: 1. Shay Fisher; 2. Charles McConnell; 3. Scott Stienke; 4. James Donelow.

VET 30+: 1. Barry Mayo; 2. Bill Vann; 3. Jeff Beerbower; 4. Bob Bolenbaugh; 5. Craig Blosser.

VET 35+: 1. Barry Mayo; 2. Bob Bolenbaugh; 3. Craig Blosser; 4. Harold Turner; 5. George Mekjian.

SR 40+: 1. Harvey Smith; 2. Dan Post; 3. Doug Hammond; 4. Doug Langdon; 5. Fred Klipple.

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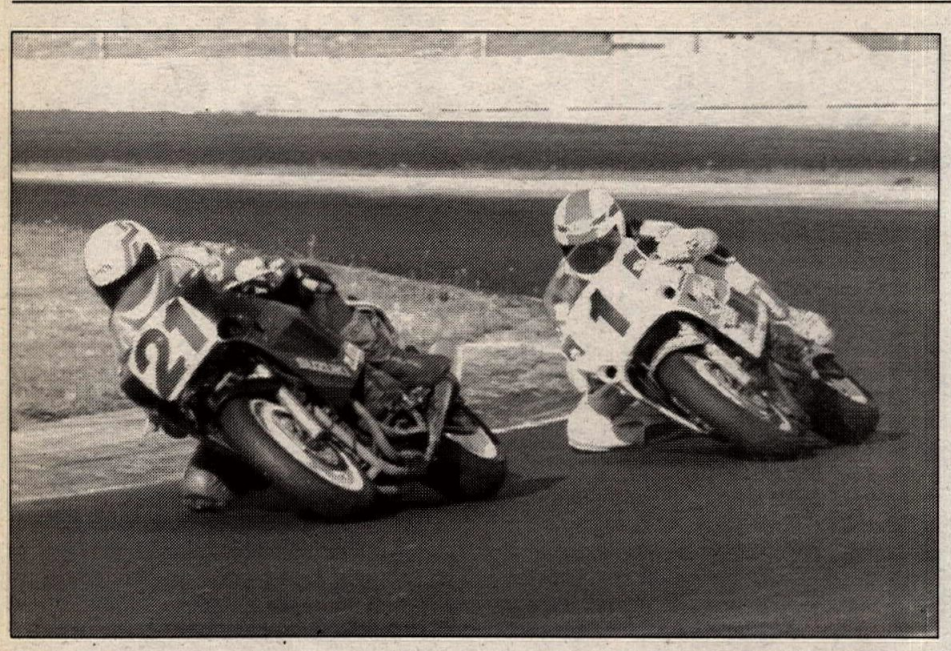


Winner Keith Pinkstaff leads Shawn Roberti at Portland International Raceway.

Sauro soars at Sunrise Motocross

By David A. Procida

ADELANTO, CA, OCT. 20

"Wild" Bill Sauro pulled off the win in the competitive 250cc Intermediate class at the demanding Sunrise Cycle Park track. Sauro, who finished second in moto one, came back with guns blazing in moto two to score the win and the overall victory.

With temperatures just under 100 degrees, David Evilsizer got the jump on the 250cc Intermediate pack and led through turn one. Sauro, however, was on the gas and was immediately on Evilsizer's trail.

Sauro encountered problems though, as the Pro class started on the same gate, and 500cc Pro Tony Sulek was between himself and Evilsizer. Lap after lap Sulek pressured Evilsizer but to no avail, and an even more frustrated Sauro was never given the chance to even challenge for the lead.

Sulek rocketed out off the starting pad on the second moto, just ahead of Evilsizer and Sauro. This time it was all Sauro, as he took command early in the race over the 250cc Intermediates and defended his lead to the checkered. Evilsizer was the runner-up with Tim Anderson edging out Jason Simmons for third.

The 125cc Pros were also grouped with the 125cc Intermediates, and in moto one, Pro Dustin Evans was challenged by Intermediate Tracy Asher. The two pulled away and had a battle of their own, while Lex Malan, Evilsizer and Ty Kady dueled among themselves.

Asher slowly reeled in Evans and late in the moto put a move on Evans that carried him into the lead. Evans pushed hard to retake the lead but missed a shift over the doubles. This error forced a hard crash that took out Evans for the remainder of the day.

Malan grabbed the holeshot in moto two, and, after a short but intense battle with Evilsizer, remained out in front to take the overall. Evilsizer went 3-2 for second ahead of Asher and Kady.

Danny Woodard pulled off second overall in the 125cc Beginner class. Woodard, who recently moved up from the 80cc class, played runner-up to Ben Bejarano. Bejarano aced both motos for the overall, while Chris Rickard, Kevin Davidson and Shawn Dolmage rounded out the top five, respectively.

Results

P/W B-1: 1. Kit Kunath (Yam).
P/W B-2: 1. Brandon Beckman (Yam); 2. Jack Harden (Yam); 3. Cody Nelson (Yam).
60 0-8: 1. Blake Viens (GPV).
60 9-11: 1. Robby Couse (Kaw).
80 BEG: 1. Chris Vasquez (Suz); 2. Joel Hughs (Kaw); 3. Shad Viens (GPV); 4. Jamie Pamintuan (Suz); 5. Lucas Joyner (Suz).
80 NOV: 1. Terrance Malan (Suz); 2. Bryan Carrillo (Kaw); 3. Justin Veins (GFV); 4. Chris Neitzel (Kaw).
JR VET INT:1 . Jack Kell (Hon).
JR VET NOV: 1. Tim McAdams (Kaw).
JR VET BEG: 1. Robert Schneider (Hon).
VET EX: 1. C.R. Brunson (Yam); 2. Scott Walker (Kaw).
VET INT: 1. Bob Tippet (Hon); 2. Jere Mason (Yam); 3. Charlie Strong (Hon).
VET NOV: 1. David Minnick (KTM); 2. Alex Spinelli (Yam); 3. Joe Zipay (Hon); 4. Bret Coveening (Hon).
VET BEG: 1. Mark McCulluch (Kaw); 2. Remy Pamintuan (Hon); 3. Dan Bernardino (Suz); 4. Bob Swich (Kaw); 5. Jerry Curriard (Yam).
SR BEG: 1. Larry Kirses (Hon); 2. Robert McCormick (Kaw); 3. Jerry Niehaus (Yam).
500 PRO: 1. Tony Sulek (Kaw).
250 PRO: 1. Nicky Pounds (Suz); 2. Ken Neitzel (kaw); 3. John Pack (Yam).
125 PRO: 1. Dustin Evans (Suz).
500 INT: 1. Jerry Ehlers.
250 INT: 1. Bill Sauro (Hon); 2. David Evilsizer (Suz); 3. Jim Anderson (Suz); 4. Jason Simmons (Kaw).
125 INT: 1. Lex Malan (Suz); 2. David Evilsizer (Suz); 3. Tracy Asher (DSR); 4. Ty Kady (kaw).
500 NOV: 1. Matt Wyckoff (Hon).
250 NOV: 1. Billy Paul (Suz); 2. Mike Maute (KTM); 3. Bob Bottcher Jr. (Hon); 4. Chuck Kober (Kaw).
125 NOV: 1. Jason Dejager (Suz); 2. Mark Allen (Kaw); 3. Brian Ratlife (Kaw); 4. Jonah Joyner (Suz).
500 BEG: 1. Robert McCord; 2. Rich Berkowitz; 3. Wilson Lewis; 4. Frizby Sealey; 5. Matt Reeves.
250 BEG: 1. Mike Gallegos (Hon); 2. Tim Kane (Yam).
125 BEG: 1. Ben Bejarano (kaw); 2. Danny Woodard (Suz); 3. Chris Rickard (Hon); 4. Kevin Davidson (Kaw); 5. Shawn Dolmage (Suz).

Pinkstaff pounds PIR Road Race

By Russ Cazier

PORTLAND, OR, OCT. 20

Keith Pinkstaff won all three classes he entered at Oregon Motorcycle Road Racing Association's last meet of the season at Portland International Raceway.

Pinkstaff cruised in the morning set of four-lap grid qualifiers, satisfied with any finish good enough for a front-row start. In the afternoon main events, Pinkstaff rode the Zlock Racing Kawasaki ZX7 to relatively easy wins in the Open and 750cc Superbike classes, but Shawn Roberti made an Open Production class win about as hard as it gets.

Roberti, on a nimbler and nearly-as-fast Suzuki GSXR750, attempted to get past Pinkstaff's Suzuki GSXR1100 on every corner for seven laps, and when Pinkstaff finally slid out briefly in turn two, Roberti grabbed a 30-foot lead. He held it half a lap before he also spun out trying too hard for a drive out of turn nine, and Pinkstaff shot back into the lead. Pinkstaff fended off Roberti for three more laps, winning by about a foot at the checkered flag.

Roberti also had a good day at the races as he ran away with wins in 750 and 600cc Production and 600cc Superbike classes and finished second in the Open and 750cc Superbike classes.

There was a good battle for second behind Roberti in the 600cc Superbike class as Alan Schwen, Simon Bell and Michael Grant traded positions and paint for 10 laps. Schwen, perhaps helped by a greater familiarity with PIR, prevailed over the two Canadian riders.

Another race that fired up the spectators was the four-way dice for the win in the Middleweight Superbike class. Kevin Normet, Scott Soper, Rick Gunderson and Todd Yoast were all within striking distance until Yoast dropped out of the race. Gunderson got in front on lap six and appeared to have the race in hand until Soper retook the lead in the last corner of the last lap with a collision/pass that corner workers heard two turns away.

Results

OPEN PROD: 1. Keith Pinkstaff (Suz); 2. Shawn Roberti (Suz); 3. Dan Morrison (Suz).
750 PROD: 1. Shawn Roberti (Suz); 2. Ed Sadvar (Suz); 3. Dan Morrison (Suz).
600 PROD: 1. Shawn Roberti (Suz); 2. Michael Grant (Hon); 3. Simon Bell (Hon).
450 PROD: 1. Todd Yoast (Yam); 2.Kevin Normet (Yam); 3. Scott Gooch (Yam).
OPEN S/BK: 1. Keith Pinkstaff (Kaw); 2. Dan Zlock (Suz); 3. Michael Grant (Hon).
750 S/BK: 1. Keith Pinkstaff (Kaw); 2. Shawn Roberti (Suz); 3. Ed Sadvar (Suz).
600 S/BK: 1. Shawn Roberti (Hon); 2. Alan Schwen (Yam); 3. Michael Grant (Hon).
450 S/BK: 1. Todd Yoast (Yam); 2. Richard Matthews (Yam); 3. Kevin Normet (Yam).
M/W S/BK: 1. Scott Soper (Yam); 2. Rick Gunderson (Yam); 3. Kevin Normet (Yam).
L/W S/BK: 1. Jon Lacey (Yam); 2. Ralph Yenne (Yam); 3. Brian Pendergast (Yam).
ULT/L S/BK: 1. Cliff Baker (Yam); 2. Joseph Beninger (Suz); 3. Ralph Yenne (Hyh).
OPEN BOTT: 1. Dale Gray (Duc); 2. David Lanigan (Kaw); 3. David Rookaird (Hon).
650 BOTT: 1. David Lanigan (Kaw); 2. David Rookaird (Hon); 3. George Schwen (Kaw).
OPEN VINT: 1. Paul Bilton-Smith (Hon); 2. Jon Lacey (BSA); 3. David Miller (BMW).
500 VINT: 1. Evan Wilcox (Nor); 2. Lory Johnson (BSA); 3. Chuck Sowards (Hon).
250 VINT: 1. Anthony Rivelli (Duc); 2. Mike Rivelli (Duc); 3. Lance Raber (Duc).
LG DINO: 1. Bryan Henderson (BMW); 2. Coy Takitani (Suz); 3. Milton McRae (Hon).
SM DINO: 1. Jon Lacey (Yam); 2. John Clemens (Yam); 3. Bob Martin (Yam).
NOV: 1. Dallas Tomnivk (Hon); 2. Matt Fisch (Suz); 3. Michael Lee (Suz).

Hough sails to Stoney Lonesome Hare Scrambles win

By Deb Weyler

BROWN COUNTY, IN, OCT. 6

More than 100 riders turned out for the final round of the Stoney Lonesome Hare Scrambles Series, and it was Aaron Hough who scored the overall win as well as the series championship title.

Johnny Robbins was the early leader, but by the end of the first lap, Hough shot into the lead and never looked back. After more than one-and-a-half hours of racing, the Team Green-backed rider, Hough, crossed the finish line first, followed closely by Robbins. Taking the checkered flag a distant third was Brian Walker, making the top three riders all aboard 125cc motorcycles.

The Heavyweight A class was won by ISDE rider Tom Buckles.

Results

O/A: 1. Aaron Hough (Kaw); 2. Johnny Robbins (KTM); 3. Brian Walker (KTM).
SERIES FINAL STANDINGS
O/A: 1. Aaron Hough; 2. Johnny Robbins; 3. Brian Walker; 4. Chris Hartlage; 5. Jerry Chilman.
L/W A: 1. Brian Walker; 2. Johnny Robbins; 3. Rob Surface; 4. Mark Mclaughlin; 5. Aaron Hough.
H/W A: 1. Aaron Hough; 2. Chris Hartlage; 3. Tom Buckles; 4. Mike Smith.
P/W: 1. Drew Abel; 2. Brad Frentz; 3. Cory Robinson.
MINI: 1. Zachary Stone; 2. Jeremy Stone; 3. Travis Trover; 4. Jeff Gregg; 5. Richard Troyer.
SR: 1. Lon Walters; 2. Bob Fox; 3. Jeff Surface; 4. Mike McGee.
S/SR: 1. Don Hough; 2. Gabby Hayes; 3. Charlie Alber.
125 B: 1. Andy Cregg; 2. James Hough; 3. Grover Cook.
200 B: 1. Mark Spriggs; 2. Phillip England; 3. Lee Fischer.
250 B: 1. Jerry Chilman; 2. Gregg Martin; 3. Rick Zschiedrich.
OPEN B: 1. Brett Chittwood; 2. Jason Law; 3. Scott Rugenstein.
VET: 1. Galen Campbell; 2. Charlie Williams; 3. Richard Garrett.
4-STRK: 1. Carl Pruitt; 2. Jerry Nichols; 3. Robert Waggoner.

Abbott destroys Carerra de Rocky Point desert race

By Tony Tellier

PUERTO PENASCO, MEX, OCT. 13

Destry Abbott made a good comeback from an injury-induced layoff by dominating the American Desert Racing Association's 100-mile 14th Carerra de Rocky Point. Aboard a Kawasaki KX500 normally ridden by Garth Sweetland, Abbott beat Pat Prosser by almost five minutes.

Abbott took immediate charge of the race by blasting to a two-minute lead on the first of five 20-mile loops. The combination of sweltering heat and a deteriorating soft, sandy, but fast course took its toll on everyone as lap times increased as the whoops became deeper and turns siltier. Abbott's lap times dropped 78% by the final lap, as his wrist started to act up.

At the finish line, and completing his first successful ride after a restricting fractured wrist, Abbott admitted, between celebratory showers of champagne, that, "It (the wrist) was getting sore (during) the last lap."

Desi Wolfe had his hands full in the Open Amateur class, beating the closely-trailing trio of Brian Sinclair, Eddie Nordstrom and Stacey Miller by a slim margin. Although Sinclair's final lap was faster than any other racer's last lap, he was still in arrears at the checkered flag by 49 seconds.

Joe Prosser won the Super Senior class and teaching his margin of victory over runner-up Tony Hohl was 17 minutes out of an elapsed time of two hours, 14 minutes, for his four-lap race.

Results

O/A: 1. Destry Abbott (Kaw); 2. Pat Prosser (KTM); 3. Desi Wolfe (Hon); 4. Brian Sinclair (Hon); 5. Eddie Nordstrom (Kaw).
MINI: 1. Kurt Schulz (Suz); 2. Terry Webb (Hon); 3. Danny Fahey (Yam); 4. Robbie Johnson Jr. (Hon); 5. Brandon Davis (Hon).

Campbell smokes Canyon Raceway Motocross

By Karen Guthrie

PHOENIX, AZ, OCT. 13

Ted Campbell seared the 125cc Junior class in both motos at Canyon Raceway during round five of the CMC Cooper State Classic Series.

While PJ-1/Metro Honda-backed Campbell burned up track unchallenged in the lead, Aaron Smith and Justin Stanning had their own hot battle going over third place. Smith managed to keep Stanning at bay in the first moto for three circuits of the six-lap race. Then Stanning claimed his line and left Smith in the dust to pressure second-place rider Mark Mychajliw. Stanning kept the heat on and passed Mychajliw to finish second.

Moto two saw Campbell run away with a win again while Smith and Doug Hall battled for second. Stanning and Mychajliw were further behind working hard to come from fourth and fifth. Stanning powered his way around Hall then headed for Smith, closing the gap in the lower loop to steal second. Mychajliw also passed Smith then snuck by Hall to finish second.

Doug Goodman got the holeshot in the first Vet Intermediate class moto followed by Dave Clayden. Rick Hinchcliff and Steve Akers diced over third until Akers passed Hinchcliff at mid-race. Then Clayden had Akers at his back door but Clayden refused to answer and Akers had to settle for third behind runner-up Clayden and winner Goodman.

Hinchcliff came off the line first in moto two with Clayden and Akers in hot pursuit. Goodman came from behind to pass Akers as Clayden snagged the lead from Hinchcliff. Goodman's steady pace saw him picking off both Hinchcliff and Clayden for the lead by midrace. Hinchcliff crashed, Akers moved into the top three and stole second from Clayden. But Clayden charged Akers on the last lap to reclaim second at the finish behind Goodman.

In the Up The Hill Intermediate class, Timbo Richardson muscled his way into the lead of moto one with Bryan Bartlett and David Meyers close behind. Bartlett rode in Richadson's shadow with Meyers right behind. Just as Bartlett was about to pass Richardson he fishtailed in a curve and Meyers charged forward. Richardson had his hands full as Meyers hung tight, stole the inside line and the win.

Moto two saw Bartlett with the lead and Clayden in second. Meyers moved in and passed Clayden and started closing on Bartlett. The two battled and Bartlett was able to hold Meyers for a while, but Meyers was relentless and passed Bartlett at the halfway mark. Bartlett hung tight the next two laps before Meyers was able to put any distance between the two and seal the victory. Bob Irvine edged across the finish line ahead of Clayden to capture third.

Results

250 JR: 1. Jeff Darland (Hon); 2. Derek Robinette (Suz); 3. Doug Goodman (Hon); 4. Mark Mychajliw (Suz).
125 BEG: 1. Michael McNeilly (Hon); 2. Ryan Phillps (Hon); 3. Luke Gray (Suz); 4. T.A. Panaroski (Hon).
60 0-8: 1. Bryan Allen (Kaw); 2. Josh Moraine (Kaw); 3. Richard Miller (Kaw); 4. Hunter Johnson (Kaw).
60 9-11: 1. Scott Conley (Kaw); 2. Nick Beaver (Kaw); 3. Brian Godfrey (Hon).
P/W A: 1. Michael Blose (Hon).
P/W B: 1. Jarrett Friend (Yam); 2. Michael Beaver (Yam); 3. Adam Richardson (Yam).
125 INT: 1. David Pingree (Suz); 2. Chad Scholz (Yam); 3. Kelly Poor (Hon); 4. Erik Anderson (Hon).
250 PRO: 1. Rex Staten (Hon); 2. Travis Hodges (Hon); 3. Drey Dirks (Hon).
500 INT: 1. Robert Carlin (Hon); 2.J.J. Petchel (Hon); 3. Alex McElyea (Hon); 4. Dave Burns (Hon).
80 BEG: 1. Scott Conley (Suz); 2. Will Smith (Yam); 3.Nick Beaver (Hon); 4. Lawrence Rinehart (Suz).
125 JR: 1. Ted Campbell (Hon); 2. Justin Stanning (Suz); 3. Maek Mychajliw (Suz); 4. Doug Hall (Hon).
UTH JR: 1. Paul Miller (Hon); 2. Todd Smith (Hon); 3. Pam Bohka (Suz).
VET INT: 1. Doug Goodman (Hon); 2. Dave Clayden (Hon); 3. Steve Akers (Hon); 4. Rick Hinchcliff (Hon).
80 9-11: 1. Scott Donley (Suz); 2. Will Smith (Yam); 3. Nick Beaver (Hon); 4. Michael Sullivan (Yam); 5. Bobby Sawyer (Hon).
250 BEG: 1. Bart Powell (Hon); 2. Jeff Gates (Hon); 3. Tommy Maestes (Suz); 4. Steve Stultz (Suz).
250 INT: 1. J.J. Petchel (Hon); 2. Robert Carlin (Hon); 3. Troy Kalina (Hon).
VET MSTR: 1. Gary Chardez (Hon); 2. Mark Anderson (Hon); 3. Dave Burns (Hon).
125 PRO: 1. Drey Dirks (Hon); 2. Travis Hodges (Hon).
VET PRO: 1. Rex Staten (Hon); 2. Jonnie Deremo (Hon); 3. Rick Nagle (Hon).
80 JR: 1. Cliff Campbell (Hon); 2. Dylan Guthrie (Suz); 3.Matt Moraine (Hon); 4. Matt Smith (Yam).
80 INT: 1. Jason Matthews (Suz); 2. Chris Godfrey (Hon).
80 PRO: 1. Jason Tice (Hon).
500 BEG: 1. Jeff Gates (Hon); 2. John Wensel (Hon); 3. Bruce Hatin (Hon).
500 JR:1. Jason Cobb (Hon); 2. Adam Hoster (Hon); 3. Ken Beaver (Hon).
VET JR: 1. Tim Barken (Hon); 2. Larry Jones (Hon); 3. Scott Kinnier (Hon); 4. Russ Heist (Hon).
OT JR: 1. Bill Meyer (Hon); 2. John Turner (KTM).
500 PRO: 1. Rex Staten (Hon); 2. Drey Dirks (Hon); 3. Scott Davis (Hon); 4. Todd Johnson (Hon).
UTH INT: 1. David Meyers (Kaw); 2. Timbo Richardson (Hon); 3. Bryan Bartlett (Hon); 5. Bob Irvine (Hon).

Bone bashes Echoconnee MX

By Toni Antoni

MACON, GA, OCT. 6

Echoconnee Motocross Park was the host for the Dixie Fall MX Series warm-up race, with hometown hero Dewayne Bone scoring two class wins.

Bone had a perfect day as he powered his Harold Bone-prepared Honda to a convincing victory in the 125cc B class by winning both motos over a hard-charging Scott Bryant. Bone also had little trouble in the Schoolboy class where he also won both motos with relative ease. Bryant again placed second with Shea Bentley third.

One of the best races of the day came in the first 250cc C class moto as Marcus Langford roosted to the front with Jimmy Stone and James Burton at his rear wheel. By lap three, Mickey Walden had sliced his way through the pack and was tucked in behind Langford looking to pass. As the pair approached the white flag, Walden made a nice inside move to take the lead and the win. Langston held on for second with Jimmy Stone third.

In moto two, Langston again shot to the front, but this time Walden was in his shadow. Halfway through lap one, Walden out-braked Langston going into a tight turn and never

looked back. Langford had a good rode to finish second with David Murphy third.

Danny Haynes made his return to racing a good one as he totally dominated the Senior Mini class. After an eight-week layoff due to a broken collarbone suffered at the AMA Amateur National Championships in August, Haynes put his O'Neal/Maxima-backed Kawasaki out front early in each moto and won both races by a comfortable margin. Shea Bentley placed second each moto with Matt Walker third.

"It felt good to get back to racing," said Haynes. "But I need to get back in shape, I got pretty tired that second moto."

Results

50 AUTO: 1. Matt Beatty (Yam); 2. Zach Rutledge (Yam); 3. Rob Richards (Yam); 4. Tim Wilson (Yam); 5. Jason Jacks (Yam).
60: 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Chad Albritton (kaw); 4. Chris Harrison (Kaw); 5. Andrew Richards (Kaw).
JR MINI: 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Matt Boone (Kaw); 4. Andrew Richards (Yam); 5. Sam Tate (Suz).
SR MINI: 1. Danny Haynes (Kaw); 2. Shae Bentley (Kaw); 3. Matt Walker (Kaw); 4. Billy Hlebek (Suz); 5. Matt Boone (Kaw).
SCHBY: 1. Dwayne Bone (Hon); 2. Scott Bryant (Hon); 3. Shae Bentley (Kaw); 4. Chris Leward (Yam); 5. Chris Baily (Hon).
125 C: 1. Tim Bruce (Suz); 2. Dewayne Dale (Hon); 3. Bryan Smith (Kaw); 4. Kenny Stowe (Kaw); 5. Shaw Whitaker (Suz).
125 B: 1. Dewayne Bone (Hon); 2. Scott Bryant (Hon); 3. Bryan Thorton (Hon); 4. P.J. Howell (Hon); 5. Aaron Day (Hon).
250 C: 1. Mikey Walden (Yam); 2. Marcus Lanford (Hon); 3. Jimmy Stone (Hon); 4. Randy Hyde (Yam); 5. James Burton (Yam).
250 B: 1. P.J. Howell (Hon); 2. Steve Saunders (Hon); 3. Dickie Fountain (Suz); 4. Aaron Day (Hon); 5. Ryan Ballard (Hon).
OPEN: 1. Eric Pinson (KTM); 2. John Trissell (Hon); 3. Jason Johnson (Hon); 4. Benny Durroughs (KTM); 5. Randy Barfield (Kaw).
+25: 1. Steve Saunders (Hon); 2. Mickey Walden (Yam); 3. David Babbs (Hon); 4. Jimmy Stone (Hon); 5. Mike Hamilton (Hon).
+30: 1. Benny Durrough (KTM); 2. Robbie Travis (Hon); 3. Adam Smith (Suz); 4. Richard Bonnurart (Hon); 5. Arty Spencer (Kaw).
+40: 1. Warner Wilburn (Kaw); 2. Randy Tillery (Hon); 3. Randy Tomlinson (Kaw); 4. Larry Brinkley (Kaw); 5. Jack Murphy (Kaw).

Dade City Motocross to Wagner

By Kyle Myers

DADE CITY, FL, OCT. 6

The third round of the WorldSports Florida Gold Cup Series made its way to Dade City Raceway, as more than 400 riders turned out for the day's racing. David Wagner scored the overall win in the combined Plus-25 B/C class, which produced some of the best racing action of the day.

In the first moto, Mitchel Holstein grabbed the holeshot ahead of Wyn Kern, Carl Davis, Steve Stojack and David McPhersin. For the next couple of laps, the top five riders traded places numerous times, but it wasn't until late in the race when leader Holstein fell and dropped to fourth, handing Kern the reigns.

Once in the lead, Kern roosted away for the win, while Wagner passed McPhersin on the last lap for the runner-up position. Holstein and Stojack rounded out the top five.

Jimmy Swanson was the early leader in the second moto, with Curtis Smart, Tim Lozaw, Wagner and Holstein in close pursuit.

While Swanson controlled the race up front, Wagner and Holstein worked their way into third and fourth, respectively. Once in third, Wagner challenged Smart for second and eventually out-jumped Smart for the runner-up position.

While the majority of the pack was battling for positions, Swanson cruised all alone out in front, eventually crossing the finish line with room to spare. Wagner landed second and scored the overall win, with Smart third, Holstein fourth and Tony Gallardy, who passed Lozaw on the last lap, fifth.

Results

P/W: 1. Chaz Northey (Yam); 2. Josh Faustino (Yam); 3. Josh Verrill (Yam); 4. James Stewart (Yam); 5. Jonathan Pereyo (Yam).
60: 1. Jason Thomas (Kaw); 2. Tyson Hadsell (Kaw); 3. Jason Van Fricken (Kaw); 4. Andrei Boloni (Kaw); 5. Aaron Perkins (Kaw).
80 (7-11): 1. Jason Thomas (Kaw); 2. Robert Farnell (Kaw); 3. Ray Hansen (Kaw); 4. Robert Fulton (Kaw); 5. Derek Keyes (Kaw).
80 (12-13); 1. Jarrett Tipping (Suz); 2. Adam Rake (Kaw); 3. Joseph Haley (Kaw); 4. Darren McElhattan (Hon); 5. Billy Joe Wood (Kaw).
80 (14-15): 1. Brian Cruz (Kaw); 2. Paul Currie (Kaw); 3. Dan Tipton (Kaw); 4. Steve Salagaras (Kaw); 5. Greg Richburg (Suz).
S/MINI: 1. Adam Rake (Kaw); 2. Billy Joe Wood (Kaw); 3. Scott Barnes (Hon); 4. Darren McElhatten (Hon); 5. Ricky Carmichael (Kaw).
125 YTH: 1. Chris Brown (Suz); 2. Andrew DeSpain (Hon); 3. Anthony Pocorobba (Hon); 4. Chris Brown (Kaw); 5. Red Furnell (Kaw).
125/250 BEG: 1. Jason Blackburn (Hon); 2. Dan Larson (KTM); 3. James Loomis (Hon); 4. Mike Delano (Hon); 5. Dale Sowden (Hon).
125 C D-1: 1. Steve Trow (Kaw); 2. Mike McWame (Suz); 3. Erick Claisse (Suz); 4. Marion Blanton (Hon); 5. Kevin Lampe (Hon).
125 C D-2: 1. Jeremy Fogg (Kaw); 2. Mike Lampe (Hon); 3. Jacob Kielty (Suz); 4. Rob Thomlinson (Kaw); 5. Dan Fortin (Suz).
125 B: 1. Anthony Pocorobba (Hon); 2. Andrew DeSpain (Hon); 3. Kenny Yoho (Suz); 4. Ed Ray (Kaw); 5. Homer Woolslayer (Hon).
125 A: 1. Chris Brown (Suz); 2. Whisperin Smith (Yam); 3. Jeff Lampe (Hon); 4. Trey Small (Kaw); 5. John Vangilder (Hon).
250 C D-1: 1. Mike Bragg (Hon); 2. Matt Osborn (Hon); 3. Jay Holzhueter (Kaw); 4. Brian Coughlin (Hon); 5. Mike Suddeth (Yam).
250 C D-2: 1. Jeremy Fogg (Hon); 2. Jon Grant (Hon); 3. David Jones (Suz); 4. Rob Branagh (Kaw); 5. Andrew West (Kaw).
250 B: 1. Anthony Pocorobba (Hon); 2. Kevin Cozado (Hon); 3. Bobby Moriarty (Suz); 4. Andrew DeSpain (Hon); 5. John Lake (Kaw).
250 A: 1. Todd Gardner (Hon); 2. Chris Brown (Suz); 3. Cliff Giles (Hon); 4. Gary Paul (Hon); 5. Tim Denardis (Hon).
500 B/C: 1. Wyn Kern (Hon); 2. Tom Walsh (Hon); 3. Charles New (KTM); 4. Greg Huffman (Hon); 5. Mark Cassels (Hus).
PRO: 1. Vince DeVane (Hon); 2. Gary Paul (Hon); 3. Chris Brown (Suz); 4. Whisperin Smith (Yam); 5. Trey Small (Kaw).
WMN: 1. Beth Rewis (Kaw); 2. Gina Perry (Suz); 3. Judy Adams (Hon); 4. Delena Johnson (Hon); 5. Sandra Lane (Kaw).
16-24: 1. John Lake (Kaw); 2. Todd Gardner (Hon); 3. Tim Denardis (Hon); 4. John Vangilder (Hon); 5. Pat Stojack (Yam).
+25 B/C: 1. David Wagner (Yam); 2. Mitchell Holstein (Hon); 3. Jimmy Swanson (Kaw); 4. David Jones (Kaw); 5. Wyn Kern (Hon).
+25 A: 1. Lee McIlvaine (Yam); 2. Rick Perry (Yam).
+30: 1. Don Dillion (Kaw); 2. Dell Miller (Suz); 3. David Ellis (Hon); 4. David Wagner (Yam); 5. Curtis Smart (Hon).
VET PRO: 1. David Ellis (Hon).
+35: 1. David Ellis (Hon); 2. Don Dillion (Kaw); 3. Alvin Davis (Hon); 4. Jeff Hughes (Kaw); 5. Peter Harrison (Kaw).
+40: 1. Tom Bragg (Hon); 2. Rob Fulton (Hon); 3. Tom Fogg (Hon); 4. Dale Buck (Suz); 5. Peter Harrison (Kaw).

Jackson "two" tough at Aztalan Motocross

By Dave Gavinski

LAKE MILLS, WI, OCT. 13

Princeton Honda World's Junior Jackson was unstoppable at Aztalan MX, as he aced both 125 and 250cc Pro classes, winning all four motos in the process.

In the first 125cc A moto, Jackson jumped out to the early lead and quickly opened up a commanding lead. He easily scored the win, while Bob Behrens, Todd Schmitz, Eric Wedemeyer and Mark Wright, respectively, crossed the finish line in Jackson's wake.

Once again, Jackson ran away with an easy win in the second moto, with Behrens the runner-up. Eron Ezerins, Wright and Wedemeyer rounded out the top five.

The 250cc Pro class provided little opposition for Jackson, as he single-handedly won both motos with relative ease. Wedemeyer was the runner-up with 4-3 moto finishes, while Mike Vandenplas locked up third with a 6-2. Scott Nicoson and Jeff Melcher rounded out the top five overall.

Results

MINI JR: 1. Danny Schultz; 2. Mike Gantner; 3. Cliff Doughertyy; 4. David Oettel; 5. Kurt Jennison.
MINI SR: 1. Todd Mayer; 2. Andy Bowman (Kaw); 3. Jason Wallace (Suz); 4. Jason Seeley; 5. Ryan Anderson.
125 JR: 1. Ken Masch (Hon); 2. Shad Winget; 3. Andy Bowman (Kaw); 4. Bill Ault; 5. Don Schmitz.
125 A: 1. Junior Jackson (Hon); 2. Bob Behrens (Kaw); 3. Mark Wright (Hon); 4. Eric Wedemayer (Kaw); 5. Jason Warner (Hon).
125 B: 1. Shad Winget; 2. Ken Masch (Hon); 3. Tom Dretzka (Hon); 4. Marty Saffran (Hon); 5. Chris Shkyria.
125 C-1: 1. Jason Wallace (Suz); 2. Casey Kloepping; 3. Chad Vancalster; 4. Ted Coplien; 5. Troy Thuenling (Hon).
125 C-2: 1. Don Schmitz; 2. Jason Wehrnan; 3. Corey Schmalz; 4. Dennis Joghnan; 5. Shawn Everts.
250 A: 1. Junior Jackson (Hon); 2. Eric Wedemayer (Kaw); 3. Mike Vandenplas (Hon); 4. Scott Nicoson (Suz); 5. Jeff Melcher (Suz).
250 B: 1. Roy Nafzer; 2. Jim Neupert; 3. Karter Busse; 4. Tom Moore (Yam); 5. Tom Anglin.
250 C: 1. Steve Blaylock; 2. Scott Palmershein (Hon); 3. Lee Steffens (Kaw); 4. Mark Devalk (Yam); 5. George Istvanek (Hon).
VET 1: 1. Ron Downen (Suz); 2. Roy Nafzger; 3. Chuck Kingstad (Kaw); 4. Terry Hahn (Kaw); 5. Mike Madjewski (Yam).
VET 2: 1. Jim Nelson (Hon); 2. Tom Dretzka (Hon); 3. Lyle Kuklinski (Yam); 4. Brad Garland (Suz); 5. Brad Leet.
SR: 1. Mike Gaborsky (Hon); 2. Jerry Bumgardner; 3. Jim Neph; 4. Allen Staige; 5. Fritz Huebner (Hon).
MSTR: 1. Billy Graef (Suz); 2. Bob Raduenz (Hon); 3. Todd Schmitz (Hon); 4. Eriks Ezerins (Hon); 5. Boyd Calvert (Yam).
VINT: 1. Mark Schellinger (Hon); 2. Jason Dollas; 3. Barry Elliott; 4. Greg Reynolds (Mai); 5. Carl Vogelsang.
OPEN: 1. Jeff Lois (Hon); 2. Tony Tamborino (Yam); 3. Eriks Ezerins (Hon); 4. Bob Radvenz (Hon); 5. Chuck Kingstad (Kaw).

Peterson perfect at Cycleland MX

By Michael Rich

CHICO, CA, OCT. 13

Kawasaki-mounted Nathan Peterson turned in a perfect performance by winning both motos of the Mini Novice class on a new track layout at Chico's Cycleland Speedway MX.

As the gate dropped for the first moto, Peterson blasted off the line and disappeared from his competitors. Staying close for the first lap were Darrel Valasek, Kelsey Maason and Jeremy Waldow.

On the second lap, Maason flew past Valasek over a small double to move into second. Within a lap, however, Maason was on the sidelines with mechanical problems.

Meanwhile, Jim Howarth was cutting his way through the pack after a poor start. By the midpoint, he was able to perform an inside pass on both Valasek and Waldow in a hairpin to take second. On the next lap, Waldow also found a way around Valasek for third. At the finish line, it was Peterson with an easy win over Howarth and Waldow.

Peterson, again, grabbed the holeshot in the second moto and rode away. Maason quickly moved into second followed closely by Waldow. Howarth started poorly and found himself in sixth place at the end of the first lap. Howarth, again, charged past the front-runners to move into third on the second lap. Maason ran into more bad luck, as he locked the rear wheel and went down in a hairpin. This moved Howarth to second. But time ran out before he could cut into Peterson's lead. Peterson cruised to the moto win and the overall. Howarth finished second, with Waldow taking third.

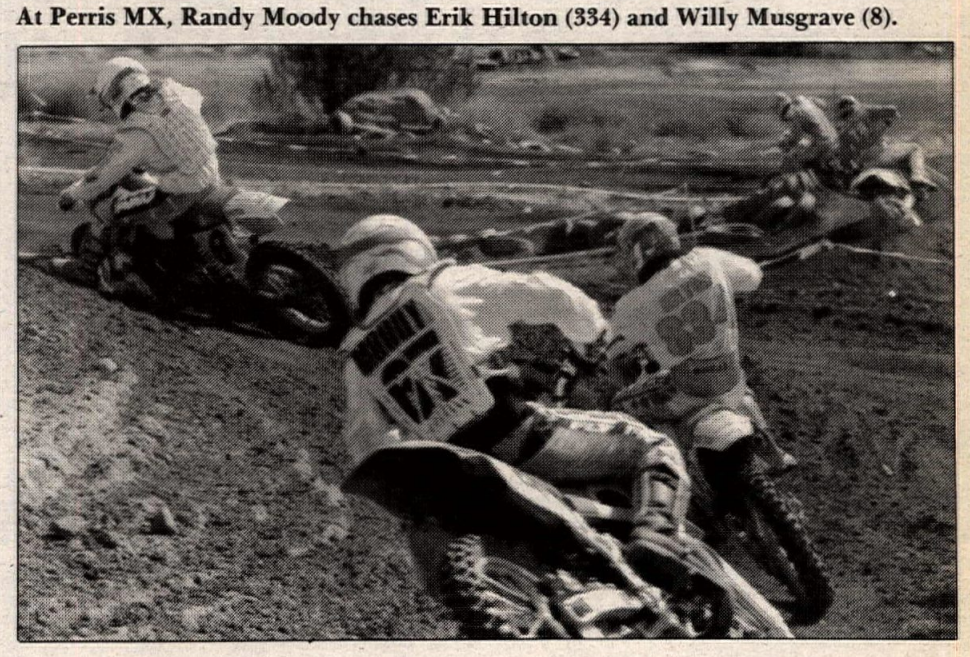
Jess Pimental made easy work of the 125cc Junior class, scoring wins in both motos. He was followed across the checkered flag in both motos by Keith Wood, who crashed repeatedly and was never able to mount a serious challenge on Pimental.

Results

P/W: 1. Eric Nye (Yam); 2. Bryan Edwards (Yam); 3. Kevin Shimizu (Yam).
60 NOV: 1. Steve Shimizu (Kaw).
60 JR: 1. Evan Laughridge (Kaw).
MINI: 1. Nathan Peterson (Kaw); 2. Jim Howarth (Yam); 3. Jeremy Waldow (Suz); 4. Wes Curry (Hon).
125 NOV: 1. Darrel Wahl (Suz); 2. Chad Ochs (Yam).
125 JR: 1. Jess Pimenthal (Suz); 2. Keith Wood (Hon).
250 NOV: 1. Mark Hodges (Yam); 3. Matt Lindstram (Suz).
250 JR: 1. Paul Park (Suz); 2. Bill Rogers (Hon); 3. Aaron Rogers (Hon).
OPEN NOV: 1. Scott Small (Hon).
4-STRK: 1. Dale Hansen (Suz); 2. Alan Worley (Hon); 3. Vic Hagen (Hon).
VET: 1. Rollie Waldow (Hon); 2. Dale Cox (Suz).
INT: 1. Jim Ferguson (Hon).
PRO: 1. Tim Nobles (Suz).

Aztalan MX in Wisconsin saw Junior Jackson (251) win the 125 and 250cc A classes.

At Perris MX, Randy Moody chases Erik Hilton (334) and Willy Musgrave (8).



Consistency pays off for Wallace in Perris Motocross win

By Tony Alessi

PERRIS, CA, OCT. 12

Matt Wallace used consistent moto finishes to secure the 125cc Novice class victory at the GFI Super Saturday MX at Perris Raceway.

Max Nelson aced the holeshot in the first moto ahead of Jerry Jetton and Wallace. Jetton was riding aggressively and bumped into Nelson, causing the leader to blow through a tall berm. Once into the lead, Jetton smoked away for the win, while Nelson regrouped for second in front of Mike Battista and Wallace.

Nelson again jammed into the early lead at the start of the second moto, followed by Kevin Johnstone and Eric Carter.

Johnstone soon crashed out of lead contention, as Carter challenged leader Nelson. Carter eventually saw an opening and squirted by Nelson. Carter remained in control for the remainder of the moto for his first-ever moto victory as a Novice. Wallace moved up from midpack and finished second in front of Battista and Dave Ferrier. First-moto winner Jetton suffered numerous crashes, as did Nelson. Both riders finished out of the top five.

Greg Zitterkopf easily won the combined Pro class after passing Willy Musgrave in the opening moto, when Musgrave slowed with brake problems. Erik Hilton rode a pair of flashy motos and topped the 125cc Pros, finishing third overall.

Donald Leib scored the win in the Vet Intermediate class, while Rich Richards and Marc Crosby battled for second place. When the dust had settled, Richards emerged on top of the dice, finishing second. Crosby was third.

Results

50 FIRST TIMERS: 1. Zackary Ward (Yam); 2. George Montoya (Yam); 3. Randy Hill (Yam); 4. Kevin Folgheraiter (Yam).
50 STK D-1: 1. Davey Freeman (Yam); 2. Ty Renshaw (Yam); 3. Jason Ciarletta (Itj).
50 STK D-2: 1. Steve Gonzalez (Yam); 2. Joey Christy (Yam); 3. Anthony Bruscello (Yam); 4. Dustin Good (Yam); 5. Tyson Talkington (Yam).
50 MOD: 1. Eric Wood (Yam); 2. Jason Ciarletta (Itj); 3. Steve Gonzales (Yam); 4. Davern Freeman (Yam); 5. Joey Christie (Yam).
60 0-8: 1. Eric Wood (Kaw); 2. Vance Freeman (Kaw).
60 9-11: 1. Sean Hamlin (Kaw); 2. Bryan McGavran (Kaw).
80 BEG: 1. Justin Ritacco (Kaw); 2. Sean Hamblin (Kaw); 3. Wesley Carey (Suz); 4. Brad White (Kaw); 5. Chris Kelly (Kaw).
BIG WHL: 1. Jason Padilla (Kaw).
80 NOV:1. Steve Wisdom (Kaw).
125 BEG: 1. Sammy Davis (Hon); 2. David Hughes (Yam); 3. Johnny Bonacci (Suz); 4. Paul Bria (Kaw); 5. Justin Hill (Kaw).
125 NOV: 1. Matt Wallace (Suz); 2. Mike Battista (Suz); 3. Max Nelson (Yam); 4. Jerry Jetton (Suz); 5. Eric Carter (Hon).
125 INT: 1. Joe Tuttobene (Suz); 2. Jonny Roberg (Suz); 3. Ken Wilson (Hon).
125 PRO: 1. Erik Hilton (Yam); 2. Randy Moody (Hon); 3. Billy Mercier (Hon).
250 BEG: 1. Andy Kyler (Hon); 2. Ryan Carroll (Hon); 3. Bret Milan (Kaw); 4. Mark Reyes (Kaw); 5. Charles Meyer (Hon).
250 NOV: 1. Revelle Harrison (KTM); 2. Mike Little (Tre); 3. Robert Fonzalez (Suz); 4. Steve Coster (Hon); 5. Francesco Quinn (Kaw).
250 INT: 1. Willy Haney (Hon).
250 PRO: 1. Greg Zitterkopf (Kaw); 2. Billy Felts (Kaw).
500 BEG: 1. Chance Edmondson (Hon); 2. David Konarska (Kaw).
500 NOV: 1. George Wallace (Hon); 2. Revelle Harrison (KTM).
500 INT: 1. Steve Drew (ATK); 2. Todd Davis (Hon); 3. Tony Spear; 4. Steve Reeves (ATK).
500 PRO: 1. Willy Musgrave (ATK).
+25 BEG: 1. Tim Williams (Kaw); 2. Paul Evans (Suz); 3. Barry Curtis (Hon); 4. Mick Roth (Hon).
+25 NOV: 1. Frank Villa (Suz); 2. Tony Alessi (Suz); 3. Darrell Statham (Hus); 4. Brian Miller (Suz); 5. Francesco Quinn (ATK).
+25 INT: 1. John Griffin (Suz); 2. Steve Piattoni (Suz); 3. Robert Sheldon (Hon); 4. Ken Wilson (Hon).
+30 NOV: 1. George Wallace (Yam); 2. Rudy Chavez (Hon); 3. Brian Renshaw (Yam); 4. Angelo Morgan (Kaw); 5. David Fox (Kaw).
+30 INT: 1. Donald Lieb (Hon); 2. Rick Richards (Kaw); 3. Marc Crosby (Yam); 4. J.S. Hanson (Hon); 5. Don Wallingsford (Kaw).
+30 PRO: 1. Brent Wallingsford (Kaw); 2. Bob Rutten (Hon); 3. Craig Adams (Hon).
+40 OT: 1. Jody Weisel (Hon); 2. Lorin Gonske (Hon); 3. Greg Rogers (KTM); 4. John White (ATK).

LOCAL EVENTS

Dave Mankey was a winner at the Mid-Atlantic Vintage Trials in Pennsylvania.

Alsobrook aces LACR MX

By David A. Procida

PALMDALE, CA, OCT. 13

Brian Alsobrook scored the overall win in the 125cc Beginner class during round three of the California Racing Club's Tri-Race Series held at L.A. County Raceway. Alsobrook put together 2-1 moto finishes on the supercross-style sand track.

When the gate fell to start moto one, Mark Libardoni rocketed out to the front of the pack. For the first couple of laps, Libardoni took advantage of an open track but this was to be only a temporary advantage as Scott Minster, Alsobrook and Phil Messenger closed the gap.

In the rocker section, Minster made his move on Libardoni and took command of the race with Alsobrook pressuring Libardoni as well. Danny Woodard made use of the doubles to put Messenger back into fifth.

Up front, Minster opened up a little bit of a lead while Alsobrook motored by Libardoni, who was passed by Woodard over the double, Brian Miller also pushed his way past Libardoni and was gunning for Woodard. Miller watched Woodard's lines and made his move in the whoops. The top five remained intact under the white flag and Minster brought the moto to a close when he took the checkered flag first.

At the start of moto two, Alsobrook made it to turn one first with Woodard, D.J. Sweany and Shawn Dolmage in the lead pack. Alsobrook was immediately pressured by Woodard and picked up the pace, but Woodard stayed with him and the pair began to leave third-place Sweaney behind.

On the last lap, Woodard closed to Alsobrook's rear fender and tried various lines to no avail and took a chance in the rockers that almost bounced him off his bike. Holding on tightly, Woodard saved it and cruised to the finish to take second behind Alsobrook.

Results

P/W STK 0-8 B-1: 1. Jerry Martinez (Yam); 2. Adam Herpy (Yam); 3. Donnie Durrer (Yam); 4. Michael Bragg (Yam); 5. Kit Kunath (Yam).
P/W STK 0-8 B-2: 1. Shane Smith (Yam); 2. Nathan Pamintuan (Yam); 3. Anthony Barbacovi (Yam); 4. Brandon Beckman (Yam); 5. Jesse Mock (Yam).
P/W 0-8 MOD A: 1. Scot Howe (Yam); 2. Daryl Ecklund (DMS); 3. Wes Brooks (Yam); 4. John Simmanovich Jr. (Yam).
60 0-8: 1. Ryan Tanner (Kaw); 2. David Bremenour (Kaw).
60 9-11: 1. Micheal Young (Kaw); 2. Jason Larkin (Kaw0; 3. Robby Couse (Kaw); 4. Tyson Tittlemier (Kaw); 5. Royce Lanzisera (Kaw).
80 BEG: 1. Michael Villanaeva (Kaw); 2. Colby Begin (Hon); 3. Mike Sheets (Suz); 4. Kris Fullmore (Suz); 5. Joel Hughes (Kaw).
80 9-11: 1. Terrance Malan (Suz); 2. Robby Couse (Kaw); 3. Eric Woods (Hon); 4. Jason Larkin (Kaw); 5. Robby Ocha.
80 NOV: 1. Jason Howard; 2. Chris Neitzel (HDK); 3. Kenny Reed (Kaw); 4. Bryan Carrillo (Kaw).
80 INT: 1. Jason Shirley (PVK).
JR VET INT: 1. Jack Kell (Hon); 2. Vince Baioni (Suz).
JR VET NOV: 1. Jeffery Dinkin (Kaw); 2. Alan Sahar (Suz).
JR VET BEG: 1. Pastor Casanova (Kaw); 2. Danny Mares (Yam); 3. Jerome Reed (Yam).
VET EX: 1. Jim Sendelbach (Yam); 2. Tom Webb (Kaw); 3. C.R. Brunson (Yam).
VET INT: 1. Charlie Strong (Hon); 2. Bob Tippit (Hon); 3. Ken Renaux (Suz); 4. Gene Dickinson (Suz).
VET NOV: 1. Marc Prince (KTM); 2. Randy Wysocki (HDK); 3. Greg Robertson (Yam); 4. Daniel Tanner (Hon); 5. Herbert Allen (Kaw).
VET BEG: 1. Greg Haber (Yam); 2. Mark McCulloch (Kaw); 3. Warren Brown (KTM); 4. Perry Paminton; 5. Mike Jervey (Yam).
SR EX: 1. Stewart Rooers (Yam); 2. Bob Millner (Hon).
SR NOV: 1. Mike Chesbra; 2. Bill Weltmann (Hon); 3. Larry Kirrch (Hon).
500 PRO: 1. Tim Telford (Hon); 2. Dan Berg (Kaw).
250 PRO: 1. Ken Neitzel (HDK); 2. Nicky Pounds (Suz).
125 PRO: 1. Tim Telford (Kaw); 2. John Ray (Suz); 3. Dustin Evans (Suz); 4. Jeff Barbacovi (Yam).
500 INT: 1. Frank Betcher.
250 INT: 1. David Evilsizer (Suz); 2. Jason Simmons (HDK); 3. Tracy Asher (DSR); 4. Merle Hammer (Yam); 5. Robbie Dunham (PSR).
125 INT: 1. Erik Lindstrom (Hon); 2. Tracy Asher (DSR); 3. David Evilizer (Suz); 4. Lex Malan (Suz); 5. Jason Reed (Suz).
500 NOV: 1. Bob Butcher (Hon).
250 NOV: 1. Karl Lindstrom (Hon); 2. Tom McLaughlin (Kaw); 3. Billy Paul (Suz); 4. Keith Katz (Kaw); 5. Bob Bottcher Jr. (Hon).
125 NOV: 1. Karl Lindstrom (Hon); 2. Roy Bremenour (Yam); 3. Carey Carlson (Kaw); 4. Scott Johnson (Suz); 5. Josh Brewer (Suz).
500 BEG: 1. Dal Truby Jr. (Kor); 2. Wilson Lewis (Hon); 3. Robert McCord (Hon).
250 BEG: 1. Eric Kleven (Hon); 2. David Martinez (Yam); 3. Scott Duval (Hon); 4. Tim Kane (Yam); 5. Tony Tretta (Yam).
125 BEG: 1. Brian Alsobrook (Hon); 2. Danny Woodard (Suz); 3. Phil Messenger (HDK); 4. Brian Miller (Hon); 5. Scott Minster (Suz).
VINT NOV: 1. Wayne Park (Yam).
VINT INT: 1. Mark Neal (Suz).
OTMX NOV D-1: 1. Connie Holt (Yam); 2. Larry Kirsch (Hon); 3. John Flanders (Hon); 4. Bob Klatt (ATK); 5. John Webb (Hon).
OTMX NOV D-2; 1. Hank Owen (Hon); 2. Wendall Park (Hon); 3. Pate Klassen (Hon); 4. Steve Alexander (Yam); 5. Jack Votion (Hon).
OTMX AM: 1. Richard Bealer (Yam); 2. Ken Beach (Yam); 3. David Procida (Suz); 4. Jerry Woodard (Yam); 5. Asher Larnkjaer (Suz).
OTMX EX: 1. Gary Willison (Kaw); 2. Jim Martens (Hon); 3. Jack Allen (Hon); 4. Tom Widick (Yam); 5. Hal Grady (Hon).
OTMX MSTR: 1. Steve Dunlap (Yam); 2. Ron Way (Hon); 3. Robert Fortier (Hon); 4. Jim Draves (Yam); 5. Bob Millner (Hon).

Cunningham collects win at Berm Benders Motocross

By Rolfe Otterness

MORA, MN, OCT. 13

Craig Cunningham aced the Senior Mini class at the final points-paying District 23 motocross of the year at Berm Benders MX. Over 300 riders entered the various classes, and some of the traditional year-end Berm Bender fun races, such as the Powder Puff class won by Michelle Grundhofer, were also held.

Cunningham surged to the front of the pack in the first moto and ran smooth for an easy win. Shelly Kann displaced Cory Corcoran on the first lap to take second and tried to gain on Cunningham but to no avail. Corcoran stayed in third over Keith Johnson for the duration of the race.

In moto two, Kann and Cunningham slid through the first turn side-by-side but Cunningham was more aggressive and he slipped into the lead. Cunningham hammered around the track to take the win while Kann failed to keep pace with the leader and finished second. Corcoran and Johnson once again rounded out the top four.

Cory Keeney pulled the holeshot in the first 125cc A class moto but slid wide, allowing Rob Engstrom to take over the lead. Engstrom clung to the point for the first lap, but Keeney was on the move and when Engstrom slipped up Keeney shot into the lead. Keeney went on for the win with a good lead over Engstrom at the flag. Jason Kempel won a duel with Mike Atkinson to capture third. David Tait trailed Atkinson for fifth.

Jay Mercill nailed the start at the beginning of the second moto and led briefly before Atkinson passed him before the end of the first lap. Keeney was moving up and also dropped Mercill a position by the end of the lap. Keeney closed on Atkinson, who held him off until halfway through the third lap when he nailed a powder berm and slid sideways. The brief mistake cost him the lead as Keeney shot by, and Atkinson tried to retalitate but went down just a few turns later, losing several positions. At the checkered flag, Keeney scored the win over Kempel, Carlson, Atkinson and Jerrod Fortune.

Results

MINI P/W: 1. Mike Kann; 2. Justin Peltier; 3. Courtney Sampson; 4. Andrew Schneider.
MINI JR: 1. Lance Cunningham; 2. Mike Clark; 3. Ryan Broughton; 4. Mike Kann.
MINI SR: 1. Craig Cunningham; 2. Shelly Kann; 3. Cory Corcoran; 4. Keith Johnson.
YTH: 1. Aaron Carlson; 2. Jim Povolny, Jr.; 3. Robbie McDowell; 4. Jason Schill.
17-24 C: 1. Robert Eloyson; 2. Richard Wiitala; 3. Bill Medek; 4. Tony Haver.
17-24 A: 1. David Niemi; 2. Marty Clark; 3. Jason Kempel; 4. Eric Metzger.
25 PLUS: 1. Dan Luloff; 2. David Tait; 3. Scott Steinle; 4. Mike Nathe.
VET C: 1. Kirk Vesterstein; 2. Charles Pospisil; 3. Jeff Farnell; 4. David Hanson.
VET A: 1. Mike Nathe; 2. Russ Anthony; 3. Rich Riehm; 4. David Jendro.
SR: 1. John Alfords; 2. Tom Clark; 3. David Knospe; 4. Jim Denevan.
125 C D-1: 1. Stephen Tuomela; 2. Mike McCarty; 3. Joey Olson; 4. Gary Groth.
125 C D-2: 1. Matt Kleine; 2. Jeff Ryder; 3. Jim Wyman; 4. Craig Raes.
125 B: 1. Brent Stevensen; 2. Jason Schill; 3. Robbie McDowell; 4. Steve Klar.
125 A: 1. Cory Keeney; 2. Jason Kempel; 3. Mike Atkinson; 4. Aaron Carlson.
250 C D-1: 1. John Oelkers; 2. Kurt Caswell; 3. Jeff Sandbeck; 4. Stephen Tuomela.
250 C D-2: 1. Tom Ramacher; 2. Roger Kallio; 3. Richard Wiitala; 4. Kirk Vesterstein.
250 B: 1. Monte Megaw; 2. Dave Engstrom; 3. Jeff Berg; 4. Jeff Womeldorf.
250 A: 1. Lee Erickson; 2. Chad Winecke; 3. Jeff Oldenberg; 4. Mike Atkinson.
OPEN C: 1. Robert Rainer; 2. Stephen Fedyk; 3. Johny DeOtis; 4. Jeff Waletzko.
OPEN A: 1. Bill Engstrom; 2. Marty Clark; 3. John Niemi; 4. Dave Jendro.

Mid-Atlantic Vintage Trials Series concludes at New Garden

By Rick Menapace

NEW GARDEN, PA, OCT. 21

The 4th Annual New Garden Vintage Trial was the final points-paying event in the Mid-Atlantic Vintage Trial 1991 Series. AMA-sanctioned, and run under AHRMA Vintage trial rules, the event was promoted by the Corridor Vintage Trials Club.

The wooded, hilly, New Britain setting is a scenic made-for-trials venue that drew 35 competitors — the largest turnout yet — to the final round of this 12-round series. Riders were divided into eight classes and given a choice of three increasingly difficult lines throughout the four-lap, eight-section trials.

True to the purpose of such gatherings, there was as much fun to be had looking at, and listening to, the array of classic bikes as there was watching them negotiate the course. Dave Mankey brought his beautiful '61 Royal Enfield 250, an originial factory trials bike, and rode it to a first place in the Premier Lightweight A class. A man who's built and ridden Harley choppers for years, Mankey has competed in both modern and vintage trials since 1988 on his '87 Beta and '72 Ossa 250 Mick Andrews Replica.

The other "Brit" bikes on hand included Jeff Chambers' '69 BSA, which took first place in Premier Lightweight B division, and Bowie Pearre's British Classic class-winning '74 Cotton.

Pearre, a Beta/Montessa/SWM dealer from Union Bridge, Maryland, started the Mid-Atlantic Series last year by bringing five clubs from the four-state area together.

"Last year we had eight events in the series. This year already, we grew to 12. Last year there were from 12 to 50 riders competing, and now we're at 20 to 80," Pearre said. "We have a lot of fun, and people are drawn to that. It's a whole different world of motorcycle competition. You could drop your wallet on the ground and somebody here would pick it up and bring it back to you."

There was also a representative showing of Montesas and Bultacos mixed in with classic Yamahas, Honda and Suzukis. But the most unusual entrant had to be the "early 50s" Adler of Fred Slifer. Slifer bought the German-built 250cc road racer in 1960, converted it and competed as a dirt tracker for two years, then let it, "Sit in my garage for years," until he changed it to a trials bike last winter.

"I had to make a lot of the parts myself, like the pipe and seat," Slifer said.

Competing in every Mid-Atlantic event this season, Slifer and his Adler also won the Rigid class in this year's National trials event in Ocala, Florida, during Cycle Week, and the AHRMA National in Toronto, Ohio.

"And the bottom end hasn't been apart since '59!" added Slifer.

Many of the New Britain participants were as classic as their bikes, ranging from old time trials riders to collectors. The youngest rider was 13-year-old Jamie Ransopher aboard his '74 Yamaha 80 . . . He looked pretty good in this, his first year of competition. He was joined by his father, Jim, on a Suzuki, and a younger sister who served as a judge at section one.

Results

PREMIER H/W: 1. Fred Slifer (Adler).
PREMIER L/W A: 1. Dave Mankey ('62 Royal Enfield).
PREMIER L/W B: 1. Jeff Chambers ('69 BSA).
BRITISH CLASSIC: 1. Bowie Pearre ('74 Cotton).
MODERN C: 1. Rick Todd ('63 Bul).
MODERN A (EXPERT): 1. Gale Petro ('74 Suz).
MODERN B: 1. Jeff Crawford ('75 Hon).

Memphis HS win to Adams

By Barry Riggsbee

MEMPHIS, TN, OCT. 6

Brian Adams jumped out to a convincing lead in the Mid South Hare Scrambles Series by scoring the overall win at the Memphis Trail Riders-hosted event, which was the third round of the series. Adams showed Kerry Wisdom and 211 other racers the quick way around the twisting six-mile-a-lap course. Adams has racked up two firsts and a fifth so far this season.

Ken Arnold was the big winner in the Vet A class. He was pressured by Brian Wesson throughout the race but never gave in. Wesson was the runner-up, while Charles Gilbert, Tony Ligon and Ken Joyce rounded out the top five, respectively.

Jackie Potts and Roger Crow battled in the Four-Stroke division. When the dust had settled, Potts emerged on top, followed by Crow, Rob Stevens, Craig Humphrey and Robert Jacks.

Results

PRO: 1. Brian Adams (KTM); 2. Kerry Wisdom (KTM).
OPEN A: 1. Jack Bailey (Hon); 2. Jerry Green (KTM); 3. Roger Mayes (ATK).
250 A: 1. Neal Raggett (Kaw); 2. Robert Patterson (Hon); 3. Jason Moody (Suz); 4. Wade Perry (Hon); 5. Jeff Estes (Kaw).
200 A: 1. Chad Froman (KTM); 2. Kevin Brandon (Kaw); 3. Dan Hammock (Kaw); 4. Donny Ledford (Kaw); 5. Tad Workings (Hon).
VET A: 1. Ken Arnold (Hon); 2. Brian Wesson (Kaw); 3. Charlie Gilbert (KTM); 4. Tony Ligon (Kaw); 5. Ken Joyce (Yam).
SR A: 1. John Giles; 2. Tom Sullivan (Suz); 3. Joel Dubose (Hon); 4. David Graham (Hon); 5. Danny Ledford (Hon).
OPEN B: 1. Tony Rodriguez (Hon); 2. Mark Jeanette (Hon); 3. Jeff Reeves (Hon); 4. Eldridge Stanfill (KTM); 5. Jimmy Ethridge (ATK).
250 B: 1. Cody Maxwell (Kaw); 2. Robert Adkins (Kaw); 3. Bill Williams (Hon); 4. Mike Nations (Kaw); 5. Phil Stanfill (KTM).
200 B: 1. Steve Gordon (Kaw); 2. John Scheiohauer (Kaw); 3. Todd Boone (Kaw); 4. Jerry Castleman (Kaw); 5. Lane Warf (Kaw).
125 B: 1. William Short (Kaw); 2. Deren Philliphs (Yam); 3. Kip Haney (Yam); 4. Johnny Friedli (Suz); 5. Austin Waits (KTM).
4-STRK: 1. Jackie Potts (Hon); 2. Roger Crow (Hon); 3. Rob Stevens (Hon); 4. Craig Humphrey (Hon); 5. Robert Jacks (Hon).
VET B: 1. Scott Blankenship (Yam); 2. Tom Krag (Hus); 3. Dale Stallings (Kaw); 4. Rich Shell (Yam); 5. Dave Lamberth (Kaw).
SR B: 1. Ronnie Hackett 9Suz); 2. Benny Weathers (Kaw); 3. Janson Dukes (Kaw); 4. Ron Pruiett (Hus); 5. Morris Phelps (ATK).
S/SR: 1. Larue Hart (Kaw); 2. Emmett Cox (Suz).
H/TR: 1. Mark Coleman (Kaw); 2. Mike Stinson (Yam); 3. Chad Craig (Hon); 4. Jason Russell (Hon); 5. Ken Wilkins (Hon).
L/TR: 1. Scott Horton (Kaw); 2. Steve Farr (Kaw); 3. Donny Sentell (Kaw); 4. James Scheiohauer (Kaw); 5. Mike Hart (Kaw).
WMN: 1. Sherry Graham (Kaw); 2. Dorie Simms (KTM); 3. Sara Arnold (Hon); 4. Lisa Mayes (Kaw).

McGrath shreds at Prairie City MX

By Nuklear Neukam

RANCHO CORDOVA, CA, OCT. 20

Tony McGrath and his GP Racing/Lamson Porting-backed Suzuki stole the spotlight at the Great Northern Promotions CMC MX races at Prairie City, by scoring the overall victory in the 125cc Pro class.

Even though the turnout in the 125cc Pro class was a little lighter than usual, McGrath and Scooter McElroy supplied plenty of racing action for the fans, especially in the second moto.

But it all started in the first moto when McGrath and McElroy came flying into the first turn side by side, with McElroy getting the upper hand. Despite McGrath's challenges, McElroy held the front position for the entire moto, scoring the win. McGrath was the runner-up, as Robb Forsberg finished a distant third.

Then came the second moto. McElroy, once again, grabbed the holeshot, but McGrath was determined not to let him out of his sight. It wasn't until late in the race when McGrath began waging a serious challenge for the lead. With two laps to go, McGrath dove underneath McElroy and came flying out of the turn with the lead, but the race for the number-one trophy was far from over, as McElroy quickly tried to retaliate.

With the checkered flag in sight, McElroy made one last desperate attempt to retake the lead. Unfortunately for McElroy, his attempt failed when he ended up crashing on a hay bale. This gave McGrath all he needed to secure the win and overall, while McElroy quickly remounted and crossed the finish line in second place.

In the 250cc Intermediate class, Jimmy Mechem returned to action after a lay-off due to an injury. Mechem came from behind to win the first moto, ahead of Kenny McKenzie and Shawn Freiling.

In the second moto, Freiling was the early leader ahead of McKenzie and Mechem. Mechem eventually crashed and lost some distance on the leaders but came charging back to pressure McKenzie for second. While Freiling cruised out in front, Mechem tried to find a way around McKenzie on the last

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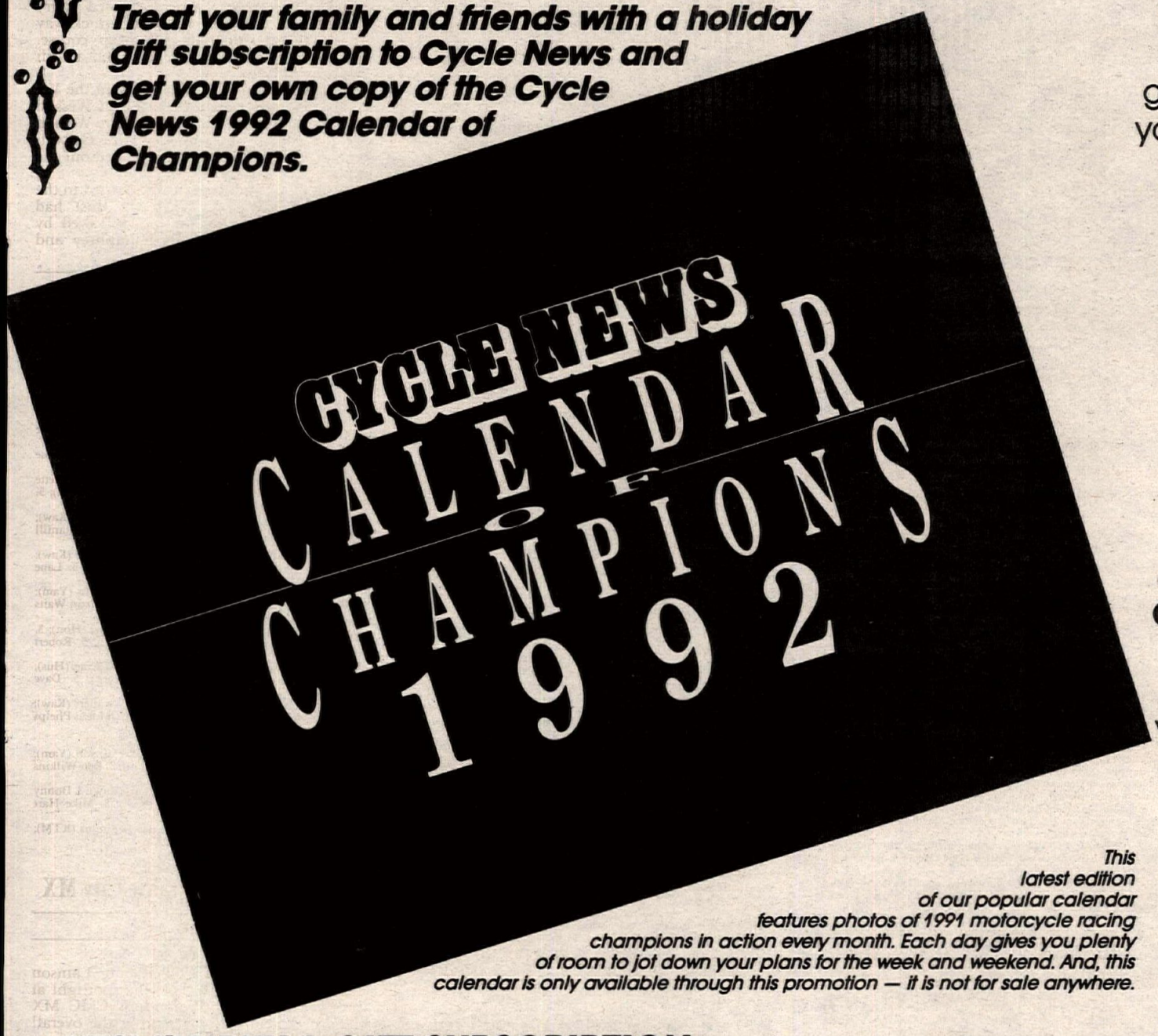

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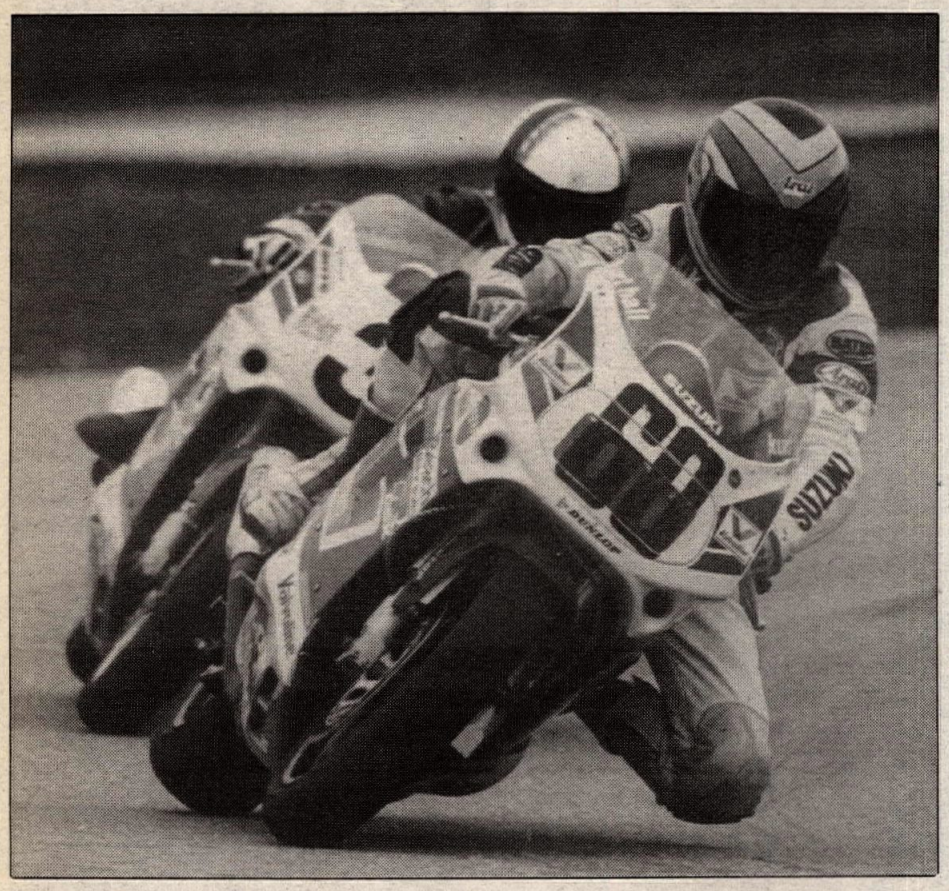

Kurt Hall scored the big dollars at the Indy road races by winning two classes.

lap but to no avail. Freiling was the overall winner, followed by McKenzie and Mechem.

Results

125 PRO: 1. Tony McGrath (Suz); 2. Scott McElroy (Suz); 3. Robb Forsberg (Suz).
VET PRO: 1. Randy Pockrandt (KTM); 2. Lee Miller (Hon).
VET INT: 1. Tav Weinrick (Suz); 2. Perry Sherman (KTM); 3. Ed Santin (KTM).
VET JR: 1. Steve Palfy (Hon); 2. Darryl Mayer (Hon); 3. Erik Bredt (Hon); 4. Steve Hernandez (Hon); 5. Don Gross (Hon).
OT MSTR: 1. James Galatioto (Hon).
80 BEG: 1. David Lodermeier (Kaw); 2. Donovan Mitchell (Suz); 3. Justin Horning (Hon); 4. Brett Racine (Kaw); 5. Travis Veteran (Yam).
80 JR: 1. Brant Steiger (Hon); 2. David Bingham (Suz); 3. Ryan Armstrong (Kaw).
125 BEG: 1. Steve Brazil (Suz); 2. Greg Kelly (Hon); 3. Carl Baker (Kaw); 4. Justin Nocetti (Suz).
125 JR: 1. Eric Phipps (Suz); 2. Saul Smoak (Suz); 3. Tom Burger (Hon); 4. Brian Smith (Kaw).
500 BEG: 1. Chuck Hodge (Hon).
UTH JR: 1. Mike Sage (Hon).
250 BEG: 1. Ben Mies (Kaw); 2. Dan Rud (Hon); 3. Andrew Boehm (Hon); 4. Tony Slover (Kaw); 5. Tim Simmons (Hon).
250 JR: 1. Vince Caranellas (Hon); 2. John Harris (Suz); 3. Billy Carter (Kaw).
250 INT: 1. Shawn Freiling (Kaw); 2. Kenny McKenzie (Suz); 3. Jimmy Mechem (Kaw); 4. David Meek (Hon).

Hall the master at Indy Road Race

By Larry Lawrence

INDIANAPOLIS, IN., OCT. 6

Over the years many racers have taken a shot at beating Kurt Hall at Indianapolis Raceway Park and very few have succeeded. Hall continued his winning ways at Indy, the track where he started his road racing career.

The Louisville, Kentucky, native, who now resides in Hilton Head Island, South Carolina, won two of the Suzuki National Cup races and was the top money winner at Indy, taking home $1000 in Suzuki contingencies.

In the A Superstock race, Hall grabbed the early lead followed by Valvoline Suzuki teammate Michael Martin. Defending WERA B Production Champion Tray Batey ran third just ahead of Bruce Baldus. On the second lap, Ray Yoder moved past Baldus to take over fourth, and the top five riders circulated in a tight group with the exception of Hall, who was in the lead about five bike lengths ahead of Martin.

Hall continued to gradually pull away from the field, while Yoder fell back leaving Martin, Baldus and Batey to fight over second. With two laps to go, things heated up. Hall maintained his three second lead as he negotiated lapped traffic, but when the second-place battle hit the traffic, Baldus clipped one of the slower riders and ran off the edge of the track, never slowing down. Martin wasn't so lucky as his encounter with a backmarker caused him to run off the track and lose touch with the leaders.

The determined riding by Baldus nearly paid-off. On the final lap he caught Hall in the last turn and appeared to be in a good position to draft into the lead, but Hall's bike had just enough power to hold off Baldus' machine at the checkered flag. Batey took third ahead of Yoder.

In the B Superstock race it was Hall over Baldus again, this time with a three second margin of victory. Baldus had his hands full with Canadian Mark Kowolski, who at one point passed Baldus on the last lap. Coming out on to the front straight, Baldus was close enough to out-motor Kowolski to the finish line.

Results

A S/STK: 1. Kurt Hall (Suz); 2. Bruce Baldus (Suz); 3. Tray Batey (Suz); 4. Ray Yoder (Suz); 5. Steve Patterson (Suz).
B S/STK: 1. Kurt Hall (Suz); 2. Bruce Baldus (Suz); 3. Tray Batey (Suz); 4. Ray Yoder (Suz); 5. Tom Wilson (Suz).
C S/STK: 1. Dean Hayes (Yam); 2. Mike Reed (Hon); 3. Billy Eisenacher (Hon); 4. Brian Lantz (Suz).
F-1: 1. Keith Badger (Hon).
F-2 EX: 1. Pat Barnes (Kaw); 2. Brian Kelly (Yam); 3. Brian Conley (Yam).
F-2 NOV: 1. Chris Sweeney (Yam); 2. Rueben Frankenfield (Yam); 3. Matthew Nowosiadly (Yam); 4. Jeff Brown (Yam); 5. Darrell Wencke (Yam).
F-3 EX: 1. Kevin Murray (Hon).
F-3 NOV: 1. Tom Hayden (Hon); 2. James Montebello (Kaw).
A S/BK EX: 1. Ray Yoder (Suz); 2. Steve Patterson (Suz); 3. Steve Heilman (Suz); 4. Keith Badger (Hon); 5. Ray Sandoz (Yam).
A S/BK NOV: 1. Nick Morehouse (Suz); 2. Steve Meyer (Suz); 3. Eric Smith (Suz); 4. Philip Sheets (Kaw); 5. Kris Badger (Yam).
B S/BK EX: 1. Tom Wilson (Suz); 2. Danny Lowry (Suz); 3. Ray Sandoz (Yam); 4. Kevin Napier (Hon).
B S/BK NOV: 1. Steve Meyer (Suz); 2. Ken Fineis (Suz); 3. Nick Morehouse (Suz); 4. Chris Lumpkin (Suz); 5. Kris Badger (Yam).
C S/BK EX: 1. Dean Hayes (Yam); 2. Mike Reed (Hon); 3. Billy Eisenacher (Hon); 4. Brian Lantz (Suz).
C S/BK NOV: 1. Stacy Vanhoy (Yam); 2. Brett Miller (Yam); 3. Ken Fineis (Yam); 4. David Marchino (Yam); 5. William Sweeney (Yam).
D S/BK EX: 1. Kurt Koops (Yam); 2. Brian Kelly (Yam); 3. Grant Foster (Kaw); 4. Tracy Doyle (Yam); 5. Kevin Mohanna (Hon).
D S/BK NOV: 1. Rueben Frankenfield (Yam); 2. Chris Sweeney (Yam); 3. William Sweeney (Yam); 4. Matthew Nowosiadly (Yam); 5. Darrell Wencke (Yam).
A PROD EX: 1. Mark Kowolski (Hon); 2. Grant Foster (Kaw); 3. Scott Kocan (Kaw); 4. Ray Sandoz (Yam); 5. Matt McCurrie (Suz).
A PROD NOV: 1. Steve Meyer (Suz); 2. Ken Fineis (Yam); 3. Chris Demopolous (Yam);; 4. Mark Fleischman (Yam); 5. Philip Sheets (Kaw).
B PROD EX: 1. Mark Kowolski (Hon); 2.Pat Barnes (Kaw); 3. Scott Kocan (Kaw); 4. Ray Sandoz (Yam).
B PROD NOV: 1. Ken Fineis (Yam); 2. David Marchino (Yam); 3. Steve Meyer (Suz); 4. Stacy Vanhoy (Yam); 5. Brett Miller (Yam).
C PROD EX: 1. Mark Kowolski (Hon); 2. Dean Hayes (Yam); 3. Kevin Mohanna (Yam).
C PROD NOV: 1. William Sweeney (Yam); 2. Ken Fineis (Yam); 3. David Marchino (Yam); 4. Stacy Vanhoy (Yam); 5. Steve Blackburn (Hon).
D PROD EX: 1. Brian Conley (Yam); 2. Brian Kelly (Yam); 3. Kevin Mohanna (Yam).
D PROD NOV: 1. William Sweeney (Yam); 2. Darrell Wencke (Yam); 3. Joe Kniesly (Yam); 4. Chris Sercer (Yam); 5. Jay Hodge (Yam).
CLBMN EX: 1. Mark Slavens (Hon); 2. Tracy Doyle (Yam); 3. R.H. Tapscott (Hon).
CLBMN NOV: 1. Kenneth Tapscott (Hon); 2. Steve Marxer (Hon); 3. Craig Heerlein (Yam); 4. Mile Hardesty (Kaw); 5. Michael Stratton (Hon).

DeVane dusts Florida MotoSports Complex MX

By Kyle Myers

OCALA, FL, OCT. 13

Vince DeVane topped the Pro class at round four of the AMA/WorldSports Florida Gold Cup Series held at Florida MotoSports Complex.

At the start of the first moto, Alan Andreu nailed the holeshot with Kevin Foley, Justin Jackson, DeVane and Chris Brown following. Jackson went wide in a turn, allowing DeVane and Brown to shoot by. Then DeVane slid out and Brown, Jackson and Whisper'n Smith passed him.

Up front Foley shot by Andreu for the lead, with Brown following him past Andreu for second place. Foley and Brown fought over the lead until Brown got by while Smith passed Jackson and Andreu to move into third. But Jackson turned on the gas and over a tabletop jump he passed both Smith and Foley in one swoop. Jackson then started to close on the leader Brown. Jackson also jumped past Brown on the 100-foot tabletop, and the two swapped first a couple more times before Jackson claimed the win, Brown finished second over DeVane, Smtih and Andreu.

Moto two saw DeVane rocket into the lead with Foley, Andreu, Brown and Travis Blackburn in his wake. Foley, Andreu, and Brown fought second for second laps until Brown shot by Andreu. Brown then T-boned Foley for second and Foley fell, letting Andreu, Blackburn and Jackson by.

Up front, DeVane on his AXO/Oakley/Dunlop/Renthal/Pro-Action/Honda-West-backed CR, began to pull away from the field. Jackson was on the move passing Blackburn and Andreu for third but time ran out. DeVane took an easy win over Brown, Jackson, Andreu and Blackburn.

Results

P/W: 1. Josh Faustino (Yam); 2. Chaz Northey (Yam); 3. Jon Pereyo (Yam); 4. James Stewart (Yam); 5. Clayton Martin (Yam).
60: 1. Jason Thomas (Kaw); 2. Jessie Ballard (Kaw); 3. Jason Von Fricken (Kaw); 4. Aaron Perkins (Kaw); 5. Derek Keyes (Kaw).
80 7-11: 1. Jeremy Shuttleworth (Kaw); 2. Jason Thomas (Kaw); 3. Jessie Bollard (Kaw); 4. Robert Fulton (Kaw); 5. Ray Hansen (Kaw).
80 12-13: 1. Jarrett Tipping (Suz); 2. Adam Rake (Kaw); 3. Darren McElhattan (Hon); 4. Joe Haley (Kaw); 5. James Martin (Yam).
80 14-15: 1. Brian Cruz (Kaw); 2. Garrett Pyles (Kaw); 3. Dan Tipton (Kaw); 4. Josh Tinsley (Kaw); 5. Robert Holstine (Kaw).
S/MINI: 1. Adam Rake (Kaw); 2. Scott Barnes (Hon); 3. Billy Wood (Kaw); 4. Darren McElhatten (Hon); 5. Robert Holstine (Kaw).
125 YTH: 1. Chris Brown (Suz); 2. Andreu DeSpain (Hon); 3. Chris Brown (Kaw); 4. Anthony Pocorobba (Hon); 5. Rod Furnell (Kaw).
125/250 BEG: 1. Steve Gordon (Hon); 2. Erik Steele (Hon); 3. Winn Peeples (Kaw); 4. Robert Hoskinson (Yam); 5. Casey Lynch (Suz).
125 C D-1: 1. Steve Trow (Kaw); 2. Erick Claisse (Suz); 3. Tate Dunkel (Hon); 4. Kevin Lampe (Hon); 5. Keith Pelletier (Suz).
125 C D-2: 1. Mike Lampe (Hon); 2. Chris Brown (Kaw); 3. Jeremy Fogg (Kaw); 4. Robert Tomlinson (Suz); 5. Robert Cozzi (Hon).
125 B: 1. Anthony Pocorobba (Hon); 2. Lonny Bischoff (Hon); 3. Ed Ray (Kaw); 4. Andrew DeSpain (Hon); 5. Kevin Cozado (Hon).
125 A: 1. Whisper'n Smith (Yam); 2. Chris Brown (Suz); 3. Travis Blackburn (Kaw); 4. Jeff Lampe (Hon); 5. Trey Small (Kaw).
250 C: Rodney Gentrey (Yam); 2. Jeremy Fogg (Hon); 3. Rob Branagh (Kaw); 4. Bill Lewis (Hon); 5. Jon Grant (Hon).
250 B: 1. Anthony Pocorobba (Hon); 2. Dustin Rounds (Hon); 3. John Lake (Kaw); 4. Kevin Cozadd (Hon); 5. Homer Woolslayer (Hon).
250 A: 1. Chris Brown (Suz); 2. Todd Gardner (Hon); 3. Cliff Giles (Hon).
500 B/C: 1. Wyn Kern (Hon); 2. Charles New (KTM); 3. Steve Stojack (Yam); 4. Kent Kolheffer (Hon); 5. Greg Huffman (Hon).
WMN: 1. Judy Adams (Hon); 2. Beth Lewis (Kaw); 3. Delena Johnson (Hon); 4. Linda Cassels (Yam); 5. Sandra Lane (Kaw).
PRO: 1. Vince DeVane (Hon); 2. Chris Brown (Suz); 3. Justin Jackson (Kaw); 4. Alan Andreu (Hon); 5. Whisper'n Smith (Yam).
16-24: 1. Todd Gardner (Hon); 2. John Lake (Kaw); 3. Dustin Rounds (Hon); 4. Rodney Gentry (Yam); 5. John Vangilder (Hon).
+25 B/C: 1. Wyn Kern (Hon); 2. Andrew West (Kaw); 3. Tim Lozaw (Yam); 4. Steve Stojack (Yam); 5. Steve Rayborn (Suz).
+25 A: 1. Lee McIlvaine (Yam).
+30: 1. David Ellis (Hon); 2. Steve Dixon (Hon); 3. Mike Edwards (Hon); 4. Carl Davis (Yam); 5. Don Dillion (Kaw).
VET PRO: 1. Alan Andreu (Hon);-2. David Ellis (Hon).
+35: 1. David Ellis (Hon); 2. Woody Strickland (Hon); 3. Don Dillion (Kaw); 4. Jeff Hughes (Kaw); 5. James McLellan (Hon).
+40: 1. Woody Strickland (Hon); 2. Tom Bragg (Hon); 3. Al Gardner (Hon); 4. Dale Buck (Kaw); 5. Robert Fulton (Hon).

Myers styles to Gran Prix Raceway MX wins

By Peggy Adamic

CANAL FULTON, OH, OCT. 12

Ty Myers was unbeatable at Gran Prix Raceway MX, as he topped both the 125 and 250cc A classes in convincing style. Myers powered his Suzuki and Kawasaki to back-to-back moto wins in both classes.

In the first 125cc moto, Myers jammed into the early lead ahead of Clarence Eddy and Ron Samac, but they were no match for Myers, who quickly jumped out to a commanding lead.

While Myers cruised out in front, David Johansen steadily moved up through the field after a fifth-place start until he had control of second place, while Jimmy Perrone moved into third.

Myers easily took the moto win, followed across the line by Johansen and Perrone.

In the second moto, Ron Flick motored to the front, with Johansen, Samac and Myers in tow.

By the second lap, Myers had already charged into second and started to hound leader Flick. Flick, however, couldn't hold Myers back for long, as the first-moto winner slipped by and took control. As he had done in the first moto, Myers eventually extended his lead to a comfortable margin, while Flick dropped back one more position when Johansen scooted by him.

At the finish, it was Myers, once again, leading the way over Johansen and Flick.

Myers had it just as easy in the 250cc class. Trading his 125cc Suzuki for a 250cc Kawasaki, Myers easily aced both motos for the overall win.

Tom Ratton was Myers' closest competition, finishing second overall, ahead of Jeff Williams, Jeff Bowling and Jeff Goodwin, respectively.

Results

50: 1. Brent Maimone (MM).
JR MINI: 1. Joey Sedmak (Hon); 2. Paul Tidwell (Yam); 3. Andy Wickens (Kaw).
SR MINI: 1. Bryan Bellinger (Suz); 2. Shawn Rohr (Suz); 3. Joey Sedmak (Hon); 4. Paul Tidwell (Yam); 5. Mike Carver (Kaw).
SCHBY: 1. Brent Abel (Hon); 2. Tony Ralston (Hon); 3. Aaron Minard (Suz); 4. Andy Moran (Hon); 5. Ray Nicholson (Yam).
125/250 A: 1. Chuck Nicholson (Suz); 2. Chad Coon (Hon); 3. Larry Bellman (Hon).
125 B: 1. Mike Mungo (Suz); 2. Mike Heard (Hon).
125 C: 1. Ty Myers (Suz); 2. David Johansen (Hon); 3. Ron Flick (Suz); 4. Jimmy Perrone (Hon); 5. Ron Samac (Kaw).
250 B: 1. Ron Bryarly (Kaw).
250 C: 1. Ty Myers (Kaw0; 2. Tom Batton (Hon); 3. Jeff Williams (Hus); 4. Jeff Bowling (Hon); 5. Jeff Goodwin (Kaw).
PLUS 25: 1. Ray Vagarasoto (Hon); 2. John Hill (Hon); 3. Jeff Williams (Hus); 4. Chip Adams (Kaw); 5. Bob Hall (KTM).
SR 1: 1. Tim Stickland (Hon); 2. Gary Gracyk (Hon); 3. Bruce Perrell (Hon); 4. Ronnie Rikenberry (Yam); 5. Tom Flick (Hon).
SR 2: 1. Bob Hall (KTM).

Hand masters Ravenna MX

By Peggy Adamic

RAVENNA, OH, OCT. 13

David Hand was one of nearly 200 riders who braved the chilly, wet northeastern Ohio weather to compete for the Ohio International Raceway MX track championship, long-jump contest and spectate during the annual Power Puff race.

Hand, home for a two-week visit, from his year-long stay in Spain, chased Mike Katin through the first turn to begin moto one of the combined 250cc A class. Greg Wheeler motored into third with Allen Beech and Marcus Sellards on his rear wheel. Katin and Hand rode a tire-to-tire, bar-banging race as the two diced for first place through lap four of the eight-lap race. Sellards had passed Beech and began moving in on third-place Wheeler.

Midway through lap four, Katin went down while battling with Hand. Once into the lead, Hand pulled away from the riders behind. Katin was up and going again, but not until after both Wheeler and Sellards had motored past him for second and third. Hand took the checkered flag nearly 20 seconds ahead of Wheeler, who held a two-second advantage on Sellards. Katin held on to finish fourth ahead of Beech.

In the second moto, Hand shot into the lead ahead of Beech, Katin, Sellards and Bruce Steinfurth. Hand never looked back as he rode to the wire-to-wire win.

As Hand pulled away from his competitors, the battle for second heated up. Beech held the runner-up spot until lap three when Katin motored past him. A lap later Wheeler also passed Beech and went after Katin. Hand crossed the finish line 15 seconds ahead of Katin. Wheeler finished third while Sellards moved around Beech with less than three laps to the finish to grab fourth place. Beech held fifth at the moto's end.

Katin and Sellards split the A class long-jump contest win as the two riders had identical 73-foot-long jumps off of the sky jump during the second moto. Brock Sellards took home the Mini Amateur class award in the long-jump contest as he motored his 80cc Kawasaki 66 feet through the air. The longest jump of the day went to Steve Crawford for his 80-foot flight over the sky jump. CN

Results

50: 1. Brent Maimoni (MM); 2. Jacob Hazy (Yam); 3. Brent Dunlap (Yam); 4. Justin Furry (Hon).
JR MINI: 1. Levi Henninger (Suz); 2. Joey Sedmak (Hon); 3. Ryan Edixon (Suz); 4. Bo Bowman (Hon); 5. Larry Rust (Kaw).
SR MINI: 1. Adam Bechdel (Kaw); 2. Brock Sellards (Kaw); 3. Karl Scott (Suz); 4. Bryan Belligner (Suz); 5. Sam Yanitelli (Suz).
SCHBY: 1. Vince Karnow (Suz); 2. Adam Bechdel (Kaw); 3. Bill Roberts (Hon); 4. David Borris (Kaw); 5. Dan Nicoara (Yam).
125/250 A: 1. David Hand (Hon); 2. Greg Wheeler (Hon); 3. Mike Katin (Suz); 4. Marcus Sellards (Hon); 5. Allen Beech (Suz).
125 B: 1. Vince Karnow (Suz); 2. Adam Bechdel (Kaw); 3. Eric Nepodal (Suz); 4. Greg Hoover (Hon); 5. Ed Snyder (Kaw).
125 C D-1: 1. Ty Myers (Suz); 2. John Gosnell (Hon); 3. Lee Dougherty (Suz); 4. Jamie Martin (Hon); 5. Kevin Dumigan (Kaw).
125 C D-2: 1. Joel Bator (Kaw); 2. Tony Marzano (Suz); 3. Bill Roberts (Hon); 4. Mark Baumann (Hon); 5. Bruce Uhl (Suz).
250 B: 1. John Jeakle (Hon); 2. Sandy Parisi (Kaw); 3. Jay Kremm (Suz); 4. Todd Streit (Hon); 5. Steve Crawford (Hon).
250 C D-1: 1. Ty Myers (Kaw); 2. C.J. Klein (Kaw); 3. Ray Collier (Suz); 4. Scott Neely (Hon); 5. Mark Hornak (Kaw).
250 C D-2: 1. Johnny Young (KTM); 2. Bruce Uhl (Kaw); 3. Tony Marzano (Suz); 4. Rob Strodtbeck (Yam); 5. Ken Schering (Suz).
PLUS 25: 1. Ray Vagarasoto (Hon); 2. Steve Wilmington (KTM); 3. Johnny Young (KTM); 4. Kevin Kallay (Yam); 5. John Hill (Suz).
OPEN B/C: 1. Ed Snyder (Kaw); 2. Dan Morgan (KTM); 3. Johnny Young (KTM); 4. Jason Hall (KTM); 5. Scott Laver (Hon).
SR 1: 1. Carl Hand (Hon); 2. James Kostival (Kaw); 3. Jim Cipullo (C-A); 4. Blaine Duecaster (Kaw); 5. Rick Hopkins (Suz).
SR 2: 1. Dan Morgan (KTM); 2. Jim Morohovich (KTM); 3. Bob Hall (KTM); 4. Chuck Barracato (Suz).

POINT STANDINGS

World Championship Superbike Series

(After 12 of 14 rounds)
1. Doug Polen 393
2. Raymond Roche 282
3. Rob Phillis 239
4. Stephane Mertens 196
5. Fabrizio Pirovano 195
6. Terry Rymer 162
7. Carl Fogarty 146
8. Fred Merkel 124
9. Giancarlo Falappa 113
10. Davide Tardozzi 108

World Championship 500cc RR Series

(Final)
1. Wayne Rainey 233/6
2. Michael Doohan 224/3
3. Kevin Schwantz 204/5
4. John Kocinski 161/1
5. Wayne Gardner 161
6. Eddie Lawson 126
7. Juan Garriga 125
8. Didier de Radigues 107
9. Doug Chandler 85
10. J.P. Ruggia 78
(Points/wins)

World Championship 250cc RR Series

(Final)
1. Luca Cadalora 237/8
2. Helmut Bradl 220/5
3. Carlos Cardus 205
4. Wilco Zeelenberg 158
5. Masahiro Shimizu 142
6. Loris Reggiani 128/1
7. P.F. Chili 107/1
8. Jochen Schmid 96
9. Martin Wimmer 89
10. Paolo Casoli 65
(Points/wins)

World Championship Trial Series

(After 9 of 12 rounds)
1. Jordi Tarres 162
2. Diego Bosis 138
3. Donato Miglio 132
4. Tommi Ahvala 127
5. Bruno Camozzi 98
6. Philippe Berlatier 91
7. Amos Bilbao 82
8. Thierry Michaud 65
9. Thierry Girard 60
10. Takumi Narita 48

Nat'l Championship 125 MX Series

(Final)
1. M. Kiedrowski 499/3
2. Guy Cooper 483/5
3. Jeff Emig 381
4. Brian Swink 366/1
5. J. McGrath 349
6. Steve Lamson 317
7. Doug Henry 286/1
8. D. Stephenson 246
9. Buddy Antunez 242
Erik Kehoe 242
(Points/wins)

Nat'l Championship 500 MX Series

(Final)
1. J-M Bayle 273/3
2. Jeff Ward 264/3
3. Jeff Stanton 236
4. D. Bradshaw 213
5. Ron Lechien 157
6. Gene Naumec 119
7. Ray Sommo 107
8. Keith Bowen 102
9. Shaun Kalos 99
10. Fred Andrews 95
(Points/wins)

Nat'l C'ship Hare & Hound Series

(Final)
1. Danny Hamel 120
2. Garth Sweetland 97
3. Paul Krause 90
4. Larry Roeseler 89
5. Don Griewe 80
6. Jimmy Lewis 72
7. (TIE) Paul Ostbo
Chris Crandall 65
9. Greg Searle 48
10. Ted Hunnicutt 46

Nat'l Championship Enduro Series

(After 6 of 9 rounds)
1. Jeff Russell 147
2. Kurt Hough 90
3. Randy Hawkins 87
4. Alan Gravitt 83
5. Kevin Hines 82
6. Alan Randt 60
7. Steve Hatch 57
8. Kevin Bennett 53
9. George Waller, Jr. 52
10. Larry Roeseler 40

National Hare Scrambles Series

(Final)
1. Scott Summers 205
2. Ron Naylor 134
3. Duane Conner 132
4. Ethan Goodrich 72
5. Tony Hendon 65
6. Frank Keegan 61
7. Terry Cunningham 58
8. Chris Caplinger 55
9. Scott Plessinger 51
10. Harvey Whitaker 46

Nat'l C'ship Cross Country Series

(After 11 of 13 rounds)
1. Duane Conner 164
2. Terry Cunningham 157
3. Scott Summers 154
4. Jeff Russell 147
5. Doug Blackwell 136
6. Thomas Norton 124
7. Craig Jones 117
8. Tim Shephard 111
9. Frank Keegan 115
10. Scott Plessinger
Rick Kresix 70

Grand Nat'l/Camel Pro Series

(Final)
1. Scott Parker 225/6
Chris Carr 225/4
3. Ronnie Jones 169/3
4. Kevin Atherton 136/1
5. Larry Pegram 120/1
6. Rodney Farris 110
Steve Morehead 110
8. Dave Durelle 100
9. Ricky Graham 97/1
10. Mike Hale 81
(Points/wins)

600 Nat'l C'ship Series

(Final)
1. Chris Carr 110/5
2. Larry Pegram 83/2
3. Steve Morehead 44/1
4. Wink Freitas 40
5. Rodney Farris 37
6. Terry Poovey 36
7. Mike Hale
Aaron Hill 34
9. Dan Ingram 32
10. Rich King 31
(Points/wins)

AMA Nat'l C'ship Superbike Series

(After 7 of 8 rounds)
1. Thomas Stevens 108/1
2. Scott Russell 104/4
3. Miguel DuHamel 88/1
4. Jamie James 73/1
5. Dale Quarterley 53
6. Rich Arnaiz 52
7. Jacques Guenette, Jr. 46
8. Pascal Picotte 38
9. Tommy Lynch 37
10. Tom Kipp 36
(Points/wins)

AMA Nat'l 250 GP Road Race Series

(After 7 of 8 rounds)
1. Jimmy Filice 96/2
2. Nick Ienatsch 85
3. Chris D'Aluisio 84/3
4. Rick Kirk 69
5. Danny Walker 62/1
6. Rick Tripodi 61
7. Jon Cornwell 49
8. Tom Paris 46
9. Mike Sullivan 42
10. Brad Sawyer 39
(Points/wins)

AMA 600 Supersport Road Race Series

(After 8 of 9 rounds)
1. Miguel DuHamel 120/6
2. Tom Kipp 99
3. Larry Schwarzbach 70
4. Tripp Nobles 64
5. Jeff Farmer 57/1
6. Rich Arnaiz 47
7. Jamie James 45
8. Takanobu Koyama 36
9. Steve Crevier 32
10. John Choate
Jim Leslie 30
(Points/wins)

AMA 750 Supersport Road Race Series

(After 8 of 9 rounds)
1. Scott Russell 160/8
2. Britt Turkington 114
3. Jacques Guenette, Jr. 92
4. Tripp Nobles 64
5. Bob Sandy 62
6. Titian Bue 60
7. Jeff Heino 54
8. James Schaefer 36
9. Glenn Barry 35
10. Andrew Deathridge 32
(Points/wins)

WERA Formula USA Road Race Series

(After 7 of 8 rounds)
1. Robbie Petersen 115/3
2. Rich Oliver 106/3
3. Chuck Graves 93
4. Donald Jacks 78
5. Michael Martin 65
6. Kurt Hall 55
7. Britt Turkington 48
8. Brian Bernard 39
9. J.B. Williams 21
10. Tom Kipp
Jeff Gaynor 20/1

WERA Formula II Road Race Series

(After 7 of 8 rounds)
1. Don Greene 87
2. Allan Scott 77
3. Kenny Roberts, Jr. 64
4. Brian Bernard 53
5. Michael Graves 52
6. Brad Sawyer 46
7. Chris D'Aluisio 41
8. Nick Ienatsch 37
9. Dave Sjoblom 34
10. W. Himmbelsbach 31

WERA A Superstock Road Race Series

(After 7 of 8 rounds)
1. Kurt Hall 74
2. Michael Martin 70
3. Chuck Graves 42
4. Stevie Patterson
Tripp Nobles 32
6. Mike Krynock 31
7. David McGrath 25
8. David Deveau
Dean Mizdal 23
10. Jason Pridmore 22

WERA B Superstock Road Race Series

(After 7 of 8 rounds)
1. Bruce Baldus 77
2. Michael Martin 73
3. Kurt Hall 57
4. Chuck Graves 37
5. David McGrath
David Deveau 30
7. Britt Turkington
Joe Pittman 20
9. Jason Pridmore 19
10. Paul Harrell 18

WERA C Superstock Road Race Series

(After 7 of 8 rounds)
1. Bruce Baldus 57
2. Tripp Nobles
Thomas Montano 37
4. Dale Kieffer 30
5. Andrew Milton 27
6. Ken Pruitt 26
7. Franklin Knight
Bruce Lind 20
9. David Stanton 19
10. Darryl Saylor 17

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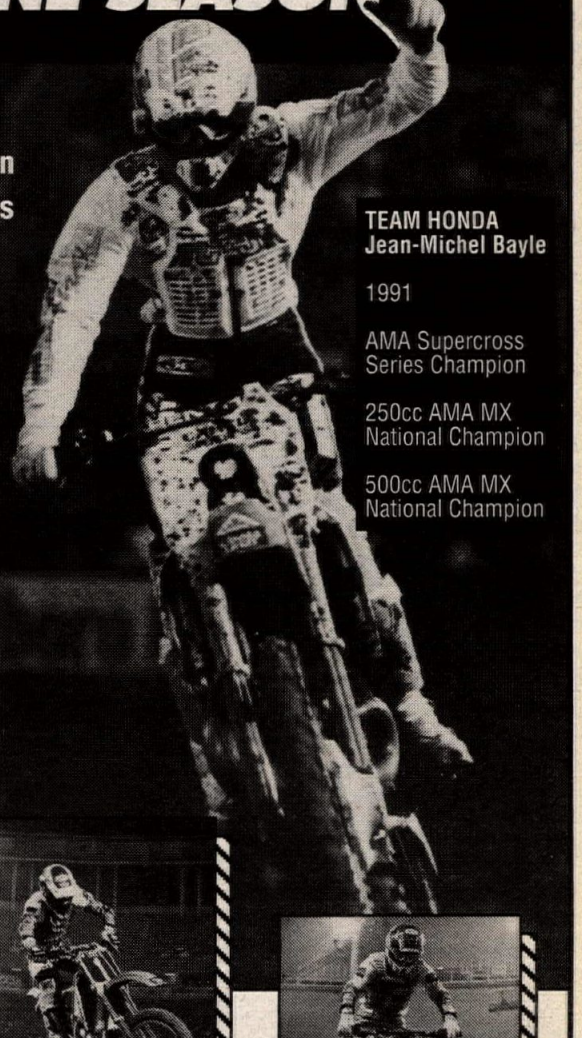

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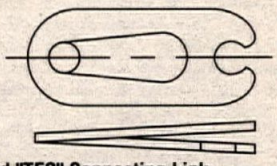
4th Place AMA MX 500cc National

TEAM HONDA
Jeff Stanton
1991
3rd Place AMA Supercross Series
3rd Place AMA MX 500cc National

TEAM KAWASAKI
Mike Kiedrowski
1991
4th Place AMA Supercross Series
1st Place AMA MX 125cc National

TEAM KAWASAKI
Jeff Ward
1991
5th Place AMA Supercross Series
2nd Place AMA MX 500cc National



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Gates Open	8:00am
Practice Begins	3:00pm
Qualifiers Begin	5:30pm

SUNDAY November 10th	
Hot Laps & Main Events All Classes	
Gates Open	7:00am
Amateur Mains	11:00am
Pro. Mains	2:00pm

AMATEUR CLASSES
- PEE WEE CYCLE 50CC THRU 9 YRS. OLD
- JR. CYCLE 60CC THRU 11 YRS. OLD
- JR. MINI 85CC THRU 15 YRS. OLD
- 125 BEGINNERS
- 125 C
- 125 B
- 250 BEGINNERS
- 250 C
- 250 B
- * UNLIMITED AMATEUR
- SCHOOLBOY UP TO 125CC THRU 15 YRS. OLD
- *25/25 YRS. & OLDER RIDERS
- SENIOR MEN
- PEE WEE ATV THRU 80CC THRU 12 YRS. OLD
- ATV 2 STROKE
- ATV 4 STROKE

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

AMA Nat'l C'ship Road Race Series
11/9-10 Miami, FL
Info 614/891-2425

AMA Nat'l C'ship Enduro Series
11/3 Morrison, IL
* Tentative
Info 614/891-2425

AMA/Wiseco/ Yamaha/Yokohama Grand Nat'l Cross Country Series
11/10 Greeneville, TN
Info 304/594-1157

AMA/CCS Pro/Am C'ship Road Race Series
South Florida Region
12/15 W. Palm Beach, FL
Info 704/684-4297

AMA Mid-South C'ship Hare Scrambles Series
11/3 Owensboro, KY
11/17 Eagle Creek, KY
12/15 Battleground, AL
1/5 Bremen, GA
2/2 Hurricane Mills, TN
2/16 Hohenwald, TN
2/23 Clarksville, TN
Info 615/331-1475

WERA Pro/F-USA Road Race Series
10/30-11/3 Grand Nat'l Final
Suzuki Nat'l Cup Final
Braselton, GA
Info 803/681-9372

SBS/PM WERA Nat'l Endurance Road Race Series
11/1 Braselton, GA
Info 803/681-WERA

NESC C'ship MX Series
11/3 Middleboro, MA
11/10 Middleboro, MA
Info 413/772-0685

NETRA C'ship Enduro Series
11/3 Stafford, CT
12/1 Marlborough, CT
Info 203/875-5757

NETRA Turkey Run Series
11/17 Berlin, MA
11/24 Plympton, MA
Info 203/875-5757

ECEA Enduro Series
11/10 Warren Grove, NJ
Info 609/893-7294

VA C'ship Hare Scrambles Series
11/3 Surry, VA
Info 703/980-0591

SERA C'ship Enduro Series
11/3 Maplesville, AL
Info 601/843-3251

FMC Fall MX Series
11/3 Zuber, FL
11/10 Bithlo, FL
11/17 Ocala, FL
Info 904/333-2372

ATA Observed Trials C'ship Series
11/10 Littlerock Cyn., CA
Info 213/259-6631

PITS C'ship Trials Series
11/9-10 Patterson, CA
11/24 Auburn, CA
Info 916/723-9560

Prostar Nat'l C'ship Drag Race Series
11/8-10 Bradenton, FL
Info 609/768-4624

Dragbike! Nat'l C'ship Drag Race Series
11/15-17 Gainesville, FL
Info 315/735-1661

HDRA All Harley Drag Race Series
11/16-17 TBA
Info 919/229-4877

CRA Fall Cross Country Series
11/17 Amherst, OH
Info 216/538-2220

NCHSA Hare Scramble Series
11/3 Lenoir, NC
11/17 Reidsville, NC
Info 704/483-4394

ARRA Road Race Series
11/16-17 Willow Springs, CA
12/14-15 Willow Springs, CA
Info 805/966-5700

HDRA/SCORE Int'l Desert Racing Series
11/7-10 Baja 1000
Ensenada, B.C., MEX
Info 818/889-9216.

Grans Prix de Baja Series
11/2 San Felipe Gran Prix
San Felipe, B.C., MEX
2/29 Mexicali Gran Prix
Mexicali, B.C., MEX
4/11 Baja Malibu Gran Prix
Rosarito, B.C., MEX
6/13 Tecate Gran Prix
Tecate, B.C., MEX
10/17 Ensenada Gran Prix
Ensenada, B.C., MEX
12/19 San Felipe Gran Prix
San Felipe, B.C., MEX
Info 818/340-5750

Golden Crown of Baja Series
2/7-9 Gran Carrera de Ensenada
Ensenada, B.C., MEX
3/27-29 Gran Carrera de Mexicali
Mexicali, B.C., MEX
5/22-24 Gran Carrera de Tecate
Tecate, B.C., MEX
7/24-26 Gran Carrera de Ensenada
Ensenada, B.C., MEX
9/25-27 Gran Carrera de Campeones
San Felipe, B.C., MEX
Info 818/340-5750

SUDS Off-Road Series
11/16-17 San Bernardino, CA
Info 818/340-5750

ADRA International Desert Race Series
12/7 Sonora, MEX
Info 602/274-0010

CRRC Road Race Series
10/30-11/3 Grand Nat'l Final
Braselton, GA
*Tenative
Info 713/342-9032

South Texas C'ship Hare Scrambles Series
11/10 Rockne, TX
11/24 Lake Houston, TX
12/15 Hidden Valley, TX
1/5 Gonzales, TX
1/19 Columbus, TX
2/2 Zars Ranch, TX
2/16 TBA
Info 512/892-4884

OCCRA Cross Country Series
11/10 Ardmore, OK
11/24 Oklahoma City, OK
Info 405/632-3370

MTEG Off-Road C'ship GP Series
1/18 Amaheim, CA
2/22 San Diego, CA
3/21 Seattle, WA
4/4 Irving, TX
5/2 Tempe, AZ
7/18 Los Angeles, CA
9/TBA Denver, CO
10/TBA Las Vegas, NV
11/TBA Oakland, CA
Info 714/938-4100

NMA Mini Road Race Series
11/17 Riverside, CA
11/24 Amago, CA
12/7-8 Riverside, CA
Info 213/864-5214

NMA Off Road Series
11/10 Shelton, WA
11/17 Bellingham, WA
Info 206/724-7515

GFI Fall Motocross Series
North
11/3 Fresno, CA
11/10 San Jose, CA
Info 209/673-8080, North, 714/788-5853, South

NOVEMBER						
S	M	T	W	T	F	S
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3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

DECEMBER						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

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CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
DELAWAREE MOTOCROSS
DE Motor Sports, Inc. Race of Champions. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

November 2

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA ENDURO
AMA/D-36/Hayward MC. Cowbell Enduro, Middlecreek Campground, Upper Lake. Info 415/672-9715 or 510/538-5674.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS/ SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway,a Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun SX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
IOWA SHORT TRACK
• Iowa State Fairgrounds Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MASSACHUSETTS ENDURO
NETRA C'ship Jr Enduro Series.

District #37 Referee
Joe Ellis (619) 947-5477
Race Info Only (213)376-1329
On all off-road events, Green Stickers & Spark Arrestors are required.
NO 3-wheel ATVs allowed - Quad Cycles okay.
A.M.A. membership is required.
Presence of Parent or legal guardian is required for minors to race.

COMPETITION SCHEDULE

Date	Club	Event
Nov. 3	Prospectors M/C Location: Stoddard Valley Info: Larry (213) 834-2539 George (818) 332-1572	Hare Scrambles
Nov. 10	So Cal M/C Location: Lucerne Valley Info: Ken (714) 899-0297 T.V. Holmes (818) 564-1743	Hare & Hound
Nov. 21	AMA Risk Management Seminar Everyone interested in a 1992 AMA Charters, Sanctions and Ins. must attend. Location: 2743 E. Huntington Drive, Duarte Info: (818) 249-2141 Time: 7:30 PM	

ROAD & DUAL SPORT SCHEDULE
INFO: (818) 249-2141

Date	Club	Event
Nov. 2	AMA Dirt Day & Membership Rally Location: Hansen Dam Park Info: (818) 249-2141	Special Event
Nov. 3	SCMA Location: Area B Info: (805) 485-0690	Road Run
Nov. 3	Chaparrals M/C Location: Hesperia Info: (714) 630-4544	Dual Sport
Nov. 10	Golden St. Glendale H.O.G. "Love Ride" Benefit Muscular Dystrophy Association Location: Info: (818) 246-5618	Road Run
Nov. 17	Accessories Unlimited Road Race Location: Newhall Info: (805) 255-6522	Road Run
Nov. 17	Abate Local 1, M/C Awareness Day Location: Sunland Park, Sunland Info: (818) 769-3864	Road Run
Nov. 21	AMA Risk Mgmt. Seminar & Gen. Membership Meeting. Everyone interested in a 1992 AMA Charters, Sanctions and Ins. must attend. Location: 2743 E. Huntington Drive, Duarte Info: (818) 249-2141 Time: 7:30 PM	
Nov. 29-30	D-37 AMA Road Riders Location: L.A.-Barstow-to-Vegas Info: (818) 249-2141	Road Run
Nov. 29-30	D-37 AMA Dual Sport Location: L.A.-Barstow-to-Vegas 1991 Info: (818) 249-2141	Dual Sport
Dec. 2-3	Team Dual Dogs "Iron Dog 1000" Location: Las Vegas to L.A. Info: (818) 886-7194	Dual Sport

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SRA GP California Schedule

Members	Non Members
November 24 Glen Helen	
December 15 Carlsbad "Toys For Tots"	

Info (714) 957-2985

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(213) 868-8112
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National Motosport Association

Steerage Rock Jr, Brimfield. Info 203/875-5757.
MEXICO GRAND PRIX
Grans Prix de Baja Series. San Felipe GP, San Felipe, B.C. Info 818/340-5750 or 992-6355.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend, Info 919/699-3629.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 614/323-3766.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON MOTOCROSS
● CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

November 2-3

CALIFORNIA SWAP MEET/DRAGS
J & P Promotions. All Harley Drags & Parts Extravaganza. L.A. County Racewa, Palmdale. Info 319/462-4605.
CALIFORNIA MOTOCROSS
● Veterans World C'ship MX. Perris Raceway, Perris. Info 714/788-5853 or 554-9442.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

November 3

ALABAMA ENDURO
SERA C'ship Series. Perry Mountain MC, Maplesville. Info 601/843-3251 or 205/872-4286.
ALABAMA SHORT TRACK/TT
Thunder Valley Fall ST/TT C'ship Series. Thunder Valley Raceway, White Plains. Info 205/235-3999.
ARIZONA ENDURO
AMA/D-38/SDEA. 13th Annual Horney Toad Enduro, Yuha Desert. Info 619/277-2743 or 571-0155.
ARKANSAS GRAND PRIX
7th Annual Ben Geren GP/Razorback Riders. Ben Geren Regional Park, Ft. Smith. Info 501/785-0157.
CALIFORNIA MOTOCROSS
● CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA ROUGH SCRAMBLES
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/838-3200.
CALIFORNIA DUAL SPORT
Chaparrals MC Dual Sport Ride, Hesperia. Info 714/528-3007.
CALIFORNIA CROSS COUNTRY
AMA/D-36/Dirt Diggers North MC. Prairie City SVRA, Rancho Cordova. Info 916/962-3760.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA MOTOCROSS
● CMC Fall Finale. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CRC/Kawasaki Suzuki of Ridgecrest. Desert Empire Fairgrounds, Ridgecrest. Info 619/375-8606.
CALIFORNIA HARE SCRAMBLES
AMA/D-37. Prospectors MC, Stoddard Valley. Info 213/834-2539 or 818/332-1573.
CALIFORNIA MARATHON
Sandhill Ranch, Brentwood. Info 510/634-3328.
CALIFORNIA MOTOCROSS
● GFI Fall Series. Fresno. Info 209/673-8080.
CONNECTICUT ENDURO
NETRA C'ship Series. Black & Blue Enduro, Marlborough. Info 203/875-5757.
DELAWARE SHORT TRACK
Delaware Motor Sport, Inc. Race of Champions. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
FMC Fall Series. Zuber. Info 904/333-2372 or 454-3846.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Dixie Fall MX Series. Echconnee MX, Echconnee. Info 912/788-8227.
INDIANA MOTOCROSS
Haspin Acres Motor Park, Laurel. Info 513/772-2803 or 661-8954.
KENTUCKY HARE SCRAMBLES
AMA. Mid-South Hare Scramble Series. Owensboro. Info 615/331-1475.
KENTUCKY HARE SCRAMBLE
Eagle Creek Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
BSR Racing. West KY Outdoor MX, Lowes. Info 502/642-2345 or 674-5698.
MARYLAND HARE SCRAMBLES
Delaware Enduro Riders. Scotten Farm, Cardiff. Info 302/834-4411.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MICHIGAN MOTOCROSS
MRA. Log Road MX, Coldwater. Info 313/289-2100.
MISSISSIPPI MOTOCROSS
● Taz-Mania MX, New Albany. Info 601/534-2836.
NEW JERSEY MOTOCROSS
AMA. Raceway Park, Englishtown. Info 908/446-6331.
NEW YORK MOTOCROSS
● WNYSC/D-4. Palmyra MX Park, Palmyra. Info 716/223-5602.
NORTH CAROLINA HARE SCRAMBLES
NCHSA Hare Scrambles Series. Wilkes County, Lenoir. Info 704/483-4394.
NORTH CAROLINA MOTOCROSS
3rd Annual Fall Series. Silver Creek MX Park, Morganton. Info 704/584-2808.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/625-7350 or 791-8970.
OHIO TRIALS
Trials, Inc. Salem MC Clubgrounds, Leetonia. Info 216/543-7716.
OREGON MOTOCROSS
● Kerby Racepark, Cave Junction. Info 503/592-2978 or 476-4336.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Flying Dutchmen MC, Pine Grove. Info 717/345-8734 or 345-8918.
SOUTH CAROLINA MOTOCROSS
D-29 Fall Series. Secession MX, Anderson. Info 704/732-8100 or 873-5083.
TENNESSEE TRAIL RIDE
Toys for Tots Trail Ride. Jellico Creek ORV Park, Winfield/Oneida. Info 615/978-2980 or 938-2980.
TENNESSEE MOTOCROSS
Phillips Racing. T-N-T MX Park, Milan. Info 901/987-3029.
VIRGINIA MOTOCROSS
● AMA/Victory Sports. Pro Sport MX, Wytheville. Info 703/228-3118 or 980-0648.
VIRGINIA HARE SCRAMBLES
VA C'ship Hare Scrambles Series. Surry 100. Tidewater Dirt Riders Assn., Surry. Info 804/853-5277 or 488-6315.
WASHINGTON MOTOCROSS
Olympic Peninsula MC clubgrounds, Port Angeles. Info 206/452-1110.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.

November 7-10

MEXICO DESERT RACE
HDRA/SCORE International Desert Race Series. Baja 1000, Ensenada, B.C. Info 213/540-5001.

November 8

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

November 8-10

FLORIDA DRAGS
● Prostar Drag Racing Series World Series. Desota Memorial Dragway, Bradenton. Info 609/768-4624.

November 9

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA SPEEDWAY
● International Speedway Fall Classic. Ventura County Fairgrounds, Ventura. Info 714/492-9933.
CALIFORNIA MOTOCROSS
● Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
● R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA ENDURO
AMA/CERA/D-36. Training Wheels Family Enduro. Tahoe Nat'l Forest, Forest Hill. Info 209/862-0348.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/DRAGS/SHORT TRACK
● Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fairgrounds, Des Moines. Info 515/289-2140 or 265-6439.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info 417/744-2593.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/791-8970.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791.

November 9-10

CALIFORNIA DRAGS/SWAP MEET
J & P Promotions. 2nd Annual All Harley Drags & Parts Extravaganza & Ride In Show. L.A. County Raceway, Palmdale. Info 319/462-4605.
CALIFORNIA HILLCLIMB
So Cal Hillclimbers World C'ship Hillclimb. DeAnza Cycle Park, Moreno Valley. Info 714/545-7084.
CALIFORNIA TRIALS
AMA/PITS. Patterson. Info 916/723-9560.
CALIFORNIA POKER RUN
Toys for Tots Off-Road Poker Run/Bureau of Land Management. Slash X Cafe, Barstow. Info 619/247-6032.
OKLAHOMA ROAD RACE
Hallett Roadracing Club, Hallett. Info 918/446-6657.
SOUTH CAROLINA MOTOCROSS
AMA. Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE CROSS COUNTRY
Nat'l Cross Country Series. Dallas Ricker Complex, between Greeneville & Kingsport. Info 615/234-0772.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

November 10

ALABAMA MOTOCROSS
Dixie Fall MX Series Round #3. Cane Creek MX, Heflin. Info 205/463-5470.
ALABAMA SHORT TRACK/TT
Fall Short Track/Tourist Trophy C'ship Series. Thunder Valley Raceway, White Plains. Info 205/235-3999.
ALABAMA MOTOCROSS
● Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ARIZONA MOTOCROSS
● CMC Copper State Classic MX Series/AVDRA Vintage. Canyon Raceway, Canyon. Info 602/863-1028.
CALIFORNIA HARE & HOUND
AMA/D-37/So Cal MC. 47th Annual Turkey Chase. Bessemer Mine. Info 714/899-0297 or 818/564-1743.
CALIFORNIA ENDURO
AMA/D-36/Central Coast M/C Assn. Leapin Lizard Enduro. Ballinger Canyon, Los Padres Nat'l Forest. Info 805/546-0527 or 541-3993.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36/AB-NOR-MAL Promotions. Pioneer Arena, Oakdale. Info 209/838-3200.
CALIFORNIA MOTOCROSS
● CMC. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA ENDURO
AMA/D-36 C'ship Enduro Series. WFO, Stoneyford. Info 415/672-9715.
CALIFORNIA MOTOCROSS
● CMC/Great Northern Promotions. Prairie City SVRA, Sacramento. Info 916/489-3839.
CALIFORNIA MOTOCROSS
● GFI Fall Series, North. San Jose. Info 209/673-8080.
FLORIDA MOTOCROSS
FMC Fall Series. Bithlo. Info 904/333-2372 or 454-3846.
GEORGIA MOTOCROSS
South Georgia MX, Valdosta. Info 904/261-7273 or 277-8450.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
MARYLAND HARE SCRAMBLE
AMA/D-7. Antietam MC, Hagerstown. Info 301/797-8686 or 797-1607.
MAINE MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MICHIGAN GRAND PRIX
MRA. Milan Excitement City, Milan. Info 313/289-2100.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.
NEVADA MOTOCROSS
● Season Finale. Silver State Raceway, Carson City. Info 702/267-4392.
NEW JERSEY MOTOCROSS
● AMA. Turkey Derby. Raceway Park, Englishtown. Info 908/446-6331.
NEW JERSEY ENDURO
ECEA C'ship Series/Motorcycle Competition, Inc. Stump Jumper

POWDER PUFF QUAD & ODYSSEY Mechanic's Races
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2nd ANNUAL VETERANS DAY WINTER NATIONAL
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Pro's - $1000.00 Purse (with 20 rider entry)
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Pros $50.00
Pit Gate Opens 1:00
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Motorcycles - ¼ Mile Oval
Motorcycles - TT Course
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AMA SANCTIONED
LEAPIN LIZARD ENDURO
Ballinger Canyon

SUNDAY, NOVEMBER 10, 1991
- 7:30 am Key Time
- 2 Loops A,B,C
- 4 Riders Per Row
- 300 Rider Limit
- Remote Gas Pit
- Great Finisher Pins
- 65 Mile Course
- Experience New & Different Terrain
- Concession Stand
- Free Camping
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- AMA Card, Green Sticker, Spark Arrester & Muffler Required
- District 36 Points & Rules
- No ATV's
- No Snivelers
- No Rider Medical Insurance

ENTRY FEES
- Mail Entry $26.00 Post Entry $30.00
- 3 Man Team, $5 Per Rider
- $1 of each entry goes to the D-36 Legislative Action Office
- $1 goes to the ISDE Fund

INFORMATION
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- Entry Info: (805) 541-3993
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CRC CALIFORNIA RACE SCHEDULE
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Sun. Nov. 3 MX LA County Raceway
"Sponsorship Series"
Sun. Nov. 10 MX LA County Raceway
"Sponsorship Series"
Sun. Nov. 17 MX Glen Helen
"Sponsorship Series"
Sun. Nov. 24 MX LA County Raceway
Next Vintage Race
Sun. Nov. 17 MX LA County Raceway
Open Practice
3 Tracks, Pee Wee, - 60 & 80 - Motorcycles
9am-2pm Every Sat. - LA County Raceway
CRC Info 805-272-8889

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11/2	Saturday MX
11/9	Saturday MX
11/16	Saturday MX
11/23	Saturday MX
11/30	Saturday MX
12/7	Saturday MX
12/14	Saturday MX
12/21	Saturday MX

Racing Ent. - San Diego (619) 484-1441

GFI/PERRIS RACEWAY 1991 SCHEDULE

Sat. Nov. 2	Vet Nationals Day 1	Perris Raceway
Sun. Nov. 3	Vet Nationals Day 2	Perris Raceway
Sat. Nov. 9	GFI Super Sat. Morn. MX	Perris Raceway
Wed. Nov. 13	Fire/Police Practice Day	Perris Raceway
Thurs. Nov. 14	Fire/Police Nationals MX	Perris Raceway
Fri. Nov. 15	Fire/Police Nationals GP	Perris Raceway

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SUNDAY, NOVEMBER 17

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THE BEST PRO/AM RACE IN BAJA! MX on the Beach & Sand Dunes of CANTAMAR (just 30 min. South of US border) in Rosarito Beach. Sanctioned by the Baja Dept. of Tourism and the Rosarito Police. Medical by AIR-EVAC INTL. San Diego.

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ENTRY FEE: $25 before Nov. 11 • $35 after Nov. 11

CLASSES: MINI/125/250/OPEN • CYCLE & ATVs • NOV/EXP/VET/PRO

CALL: 619/942-0640 or 011-52-661-21323 Rosarito Bch.

Too MUCH FUN Promotions

LaPlaya

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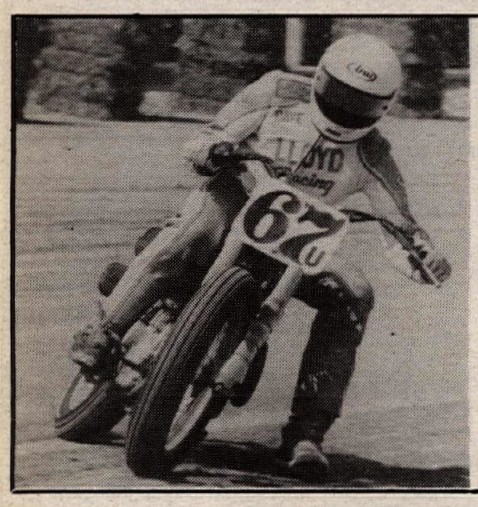
Motorcycle RK Chain

91X

MOTOCROSS GRAND PRIX



Lloyd Racing would like to thank the following for their support in our Rookie Year on the Camel Pro Dirt Track Series

Arai Helmets
Spectro Oil
Demoissey Enterprises
Joe Rossi and Friends
David DuHaime

A Very Special Thank You To

Lancaster Harley-Davidson, the Texter Family

Thank You, Dave, Bill, Mike, Jim Lloyd

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White Bros World Veterans Motocross Championships

November 2 & 3

Perris Raceway

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Tell it to the editor, write him a letter.

Old Timers MX Association
Race Schedule

Saturday & Sunday November 2 & 3
White Bros. Vet National (No Points Race)

Sunday November 10
L.A. County Raceway C.R.C MX

For Information Call Hot Line (213) 869-2299

CMC "Race With The Best"

Fri. Nov. 1 Glen Helen
Friday Night MX
Fall Finale Round #5
Sun. Nov. 3 Glen Helen
Fall Finale Round #6
Fri. Nov. 8 Glen Helen
Friday Night MX

CA (714) 261-6116

DeANZA CYCLE PARK INFORMATION

(714) 242-5840 Evenings

Park is open 7 days a week for MX & Open Trail Riding: Mon., Tues., Thurs. & Fri. 8:30am - 4:30; Wed, 8:30am - Dark Sat. 7:30 - 5:00 & Sun. 6:30 - 4:00.
THE MX TRACK IS PREPPED & WATERED WED., SAT., & SUN. FOR OPEN RIDING.

GRAN PRIX SO. Cal. DOUBLE CROSS

DOUBLE CROSS RACING

1st Annual Bi Athalon
GP & Dirt Drags
NOV. 10
Glen Helen

INFO: (714) 371-6333

CALENDAR

Enduro, Warren Grove. Info 609/758-2501.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/625-7350.
OHIO HARE SCRAMBLE
CRA/Proffer Promotions. 8th Annual Toys for Tots Turkey Run. Big Valley Raceway, E. Palestine. Info 216/538-2220 or 337-7719.
OHIO HARE SCRAMBLE
Sunset Ramblers, Galion. Info 419/468-7228 o 756-8601.
OHIO SWAP MEET
Northern Ohio Cycle Club's Vintage Brit/Euro Swap Meet. Burbank Auction Center, Burbank. Info 216/543-7716.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Lake Murray Riding Area, Ardmore. Info 405/632-3370.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Flying Dutchmen MC, Pine Grove. Info 717/345-8734.
PENNSYLVANIA MOTOCROSS
AMA/D-6 & 7. Happy Ramblers MC, Hanover. Info 717/663-7708.
TENNESSEE MOTOCROSS
Paris Dirt Trackers, Inc. Henry County Fairgrounds, Paris. Info 901/642-0511 or 642-3078.
TENNESSEE CROSS COUNTRY
AMA/Wiseco/Yamaha/Yokohama GNCC. Volunteer 100, Greenville. Info 304/594-1157.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
TEXAS HARE SCRAMBLES
South Texas C'ship Hare Scrambles Series. Rockne. Info 512/892-4884 or 892-5026.
WASHINGTON HARE SCRAMBLES
NMA Off Road Series/PSER MC. Shelton Valley H.S., Shelton. Info 206/724-7515.
WEST VIRGINIA HARE SCRAMBLES
Berry Mountain H.S. Huntington. Info 304/486-5244.

November 15

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
TEXAS MOTOCROSS
Mosier Valey MX Park, Euless. Info 817/540-0815.

November 15-17

FLORIDA DRAGS
• Dragbike! USANat'l C'ship Series. 15th Annual Nat'l Finals. Gainesville Raceway, Gainesville. Info 315/735-1661.

November 16

ALABAMA MOTOCROSS
County Line Raceway,a Bessemer. Info 205/477-6848.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MX/SHORT TRACK/DRAGS/MUD BOGS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun SX, Calhoun. Info 404/928-3053 or 629-4450.
IOWA SHORT TRACK
Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MISSOURI MOTOCROSS
Sprouth Patch Competition, Billings. Info 417/744-2593.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON MOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

November 16-17

CALIFORNIA OFF ROAD
• SUDS Short-Course Series/Miller Highlife. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
NEW YORK MOTOCROSS
AMA/LISC. Westhampton MX, Westhampton, Long Island. Info 516/728-7727.
UTAH MOTOCROSS
AMA. Sugarloafer MC, Delta. Info 801/864-3984.

November 17

ALABAMA HARE SCRAMBLE
Perry Mountain MC, Maplesville. Info 205/872-4286 or 0619.
ALABAMA SHORT TRACK/TT
Thunder Valley Raceway, White Plains. Info 205/235-3999.
CALIFORNIA ENDURO
AMA/D-36. Leapin Lizard Enduro, New Cuyama. Info 415/672-9715.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSSS
• CMC. Marysville E Street Track, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Notorious Dawg 3 Hour Team Race. Yuha Desert, Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• CMC/Manufacturer's Series #2. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• GFI. Sandhill Ranch, Brentwood. Info 510/634-3328.
CALIFORNIA ENDURO
AMA/D-37/Checkpoint Enduro MC. Johnson Valley, Lucerne. Info 213/421-5776.
CALIFORNIA MOTOCROSS
• GFI-Motowest. Hollister Hills MX, hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA SWAP MEET
4th Annual British M/C Yard Sale. Symonds Cycles, Sylmar. Info 818/897-4738.
DELAWARE MOTOCROSS
• AMA/D-7/First State Racing, Inc. Delaware State Fairgrounds, Harrington. Info 302/678-2440 or 301/482-8409.
FLORIDA MOTOCROSS
FMC. Florida Motorsport Complex, Ocala. Info 904/333-2372 or 454-3846.
GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills, Roberta. Info 912/788-0413 or 404/929-8392.
GEORGIA MOTOCROSS
Dixie Fall MX Series #4. High Point MX, Dallas. Info 404/944-9765 or 443-0693.
INDIANA MOTOCROSS
Haspin Acres Motor Park, Laurel. Info 513/772-2803 or 661-8954.
KANSAS MOTOCROSS
• KORR Series. Green Acres Raceway, Marion. Info 316/945-8221.
KENTUCKY MOTOCROSS
Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
KENTUCKY HARE SCRAMBLE
AMA/Pendleton County M/C Park/Mid-South C'ship H.S. Series. Eagle Creek Park, Owenton. Info 606/472-3442.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Wachusett Ramble, Berlin. Info 203/875-5757.
MEXICO GRAND PRIX
Too Much Fun Promotions. LaPlaya MX GP. Cantamar Beach, Rosarito, B.C. Info 619/942-0640 or 011/52-21323.
NEVADA MOTOCROSS
• GFI/NV Old Timers. Fernley MX, Fernley. Info 702/885-0233 or 322-4311.
NEW JERSEY MOTOCROSS
AMA/Pro-Prep 1, Inc. Powerline Park, New Egypt. Info 201/577-0625.
NORTH CAROLINA HARE SCRAMBLE
NCHSA Hare Scramble Series. Wolf Island, Reidsville. Info 704/483-4394.
NORTH CAROLINA MOTOCROSS
• 3rd Annual Fall Series. Silver Creek MX park, Morganton. Info 704/584-2808.
OHIO HARE SCRAMBLE
CRA Fall Cross Country Series. Amherst MC, Amherst. Info 216/988-9100.
OREGON SCRAMBLES
• Kerby Racepark, Cave Junction. Info 503/592-2978 or 476-4336.
SOUTH CAROLINA MOTOCROSS
D-29 Fall Series. Camp Coker, Society Hill. Info 704/732-8100 or 873-5083.
TENNESSEE MOTOCROSS
Phillips Racing. T-N-T MX Park, Milan. Info 901/987-3029.
TENNESSEE MOTOCROSS
• AMA. Hidden Acres MX, Kingsport. Info 615/245-8987 or 323-5497.
WASHINGTON HARE SCRAMBLES
NMA Off Road Series/Mt. Baker MC. Dirty Dog H.S., Bellingham. Info 206/724-7515.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.
WASHINGTON MOTOCROSS
Olympic Peninsula MC clubgrounds, Deer Park, Port Angeles. Info 206/452-1110.

November 22

CALIFORNIA SPEEDWAY
• International Speedway. Coors Light Fall Classic. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.
UTAH MOTOCROSS
AMA. Sugarloafer MC, Delta. Info 801/864-3984.

November 23

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Coors/Kawasaki MX Series. Ventura Raceway, Ventura. Info 805/656-1122.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK/MOTOCROSS/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
IOWA SHORT TRACK
• Winterdome Racing. Iowa State Fairgrounds, Des Moines. Info 515/289-2140 or 265-6439.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info 417/744-2593.
NEVADA DESERT RACE
AMA/D-36/Western States Racing Assn./USA Productions. The Desert Challenge. Fallon to Lovelock. Info 702/972-4907 or 677-2989.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 206/682-9231.
OKLAHOMA SHORT TRACK
• AMA/Vintage Dirt Track Racers Assn. Creek County Fairgrounds, Sapulpa. Info 918/445-0671.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.

November 24

ALABAMA SHORT TRACK/TT
Fall C'ship ST/TT Series. Thunder Valley Raceway, White Plains. Info 205/235-3999.
CALIFORNIA MARATHON
Sandhill Ranch, Brentwood. Info 510/634-3328.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36/Ab-Nor-Mal Promotions. Pioneer Arena, Oakdale. Info 209/838-3200.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA TRIALS
AMA/PITS. Auburn. Info 916/723-9560.
CALIFORNIA GRAND PRIX
SRA GP Series. Glen Helen OHV Park, San Bernardino. Info 714/957-2985.
CALIFORNIA MOTOCROSS
• CMC. Manufacturers Series #3. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
DELAWARE MOTOCROSS
• AMA/D-7/First State Racing. Delaware State Fairgrounds, Harrington. Info 302/678-2440 or 301/482-8409.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
GEORGIA MOTOCROSS
Dixie MX Series. Hillbilly Hills MX, Roberta. Info 912/788-0413.
GEORGIA MOTOCROSS
• South Georgia MX, Valdosta. Info 904/261-7273 or 277-8450.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
INDIANA HARE SCRAMBLES
Haspin Acres Motor Park, Laural. Info 513/772-2803 or 661-8954.
KENTUCKY MOTOCROSS
Pendleton Co. M/C Recreation Park, Gardnersville. Info 606/472-3442.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Chilly Chili Turkey Run, Plympton. Info 203/875-5757.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.

NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
CRA. Mansfield MC, Mansfield. Info 419/524-1347 or 526-6318.
OHIO HARE SCRAMBLE
AMA/D-11/Action Sport Promotions. C'ship of the World Team H.S. JTM clubgrounds, Millfield. Info 614/594-6686.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Lake Draper, Oklahoma City. Info 405/632-3370.
TEXAS HARE SCRAMBLE
South TX C'ship H.S. Series. Lake Houston. Info 512/892-4884 or 892-5026.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.

November 29-30

CALIFORNIA DUAL SPORT
AMA/D-37/Suzuki Nat'l Trail Ride Series. 8th Annual L.A.-Barstow to Vegas. Hansen Dam Recreational Center, Sylmar. Info 818/960-2012 or 249-2141.

November 30

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS/
SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fairgrounds Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info 417/744-2593.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON MOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds Indoor Arena, Elma. Info 206/246-8484.

December 1

ALABAMA MOTOCROSS
• Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA SHORT TRACK/TT
Thunder Valley Raceway, White Plains. Info 205/235-3999.
CALIFORNIA MOTOCROSS
• CRC. Edwards AFB, Edwards. Info 805/272-8889.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA MOTOCROSS
• CMC Manufacturers Series #4. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC/Great Northern Promotions. Prairie City SVRA, Sacramento. Info 916/489-3839.
CALIFORNIA DESERT GP
AMA/D-38/Fudpucker Racing Team. Rudolph's Revenge Desert GP & Team Race. North of Lake Superstition, Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• CRC/Kawasaki/Suzuki of Ridgecrest. Desert Empire Fairgrounds, Ridgecrest. Info 619/375-8606.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/838-3200.
CONNECTICUT ENDURO
NETRA C'ship Series. Salmon River Ramble, Marlborough. Info 203/875-5757.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
KANSAS HARE SCRAMBLES
• KORR Series 2-Man, 3-Hour H.S. Green Acres, Marion. Info 316/945-8221.
KENTUCKY HARE SCRAMBLE
Eagle Creek Park, Gardnersville. Info 606/472-3442.
MINNESOTA SWAP MEET
J & P Promotions. 4th Annual M/C Parts Extravaganza. St. Paul Civic Center, St. Paul. Info 319/462-4605.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/468-7228 or 756-8601.
OHIO HARE SCRAMBLE
CRA. Amherst MC, Amherst. Info 216/988-9100.
TENNESSEE MOTOCROSS
Phillips Racing. T-N-T MX Park, Milan. Info 901/987-3029.

December 6-8

NEVADA ARENACROSS
• CMC/On Trac Events. Areno Cross '91. Reno Livestock Events Center, Reno. Info 702/267-4392.
OHIO MOTOCROSS
AMA/Action Sports Promotions, Inc. Fairgrounds Coliseum, Columbus. Info 614/5994-6686.

December 7

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• Coors/Kawasaki MX Series. Ventura Raceway, Ventura. Info 805/656-1122.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS/
SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fairgrounds Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MEXICO HARE & HOUND
ADRA International Desert Race Series. 15th Annual Sonoyta to Rocky Point H & H, Sonora. Info 602/274-0010.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.

December 8

ALABAMA SHORT TRACK/TT
Thunder Valley Raceway, White Plains. Info 205/235-3999.
CALIFORNIA GRAND PRIX
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
GFI. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CMC/Western States C'ship. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36/Ab-Nor-Mal Promotions. Pioneer Arena, Oakdale. Info 209/838-3200.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
GEORGIA MOTOCROSS
• South Georgia MX, Valdosta. Info 904/261-7273 or 277-8450.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.
NEVADA MOTOCROSS
• GFI/Nevada OT. Fernley MX, Fernley. Info 702/885-0233 or 322-4311.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
CRA. Mansfield MC, Mansfield. Info 419/524-1347 or 526-6318.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.

December 14

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/
SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fairgrounds Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON MOOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

December 15

ALABAMA SHORT TRACK/TT
Thunder Valley Motorsports Raceway, White Plains. Info 205/235-3999.
ALABAMA MOTOCROSS
• Warrior MX, Warrior. Info 205/841-7224 or 669-4572.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

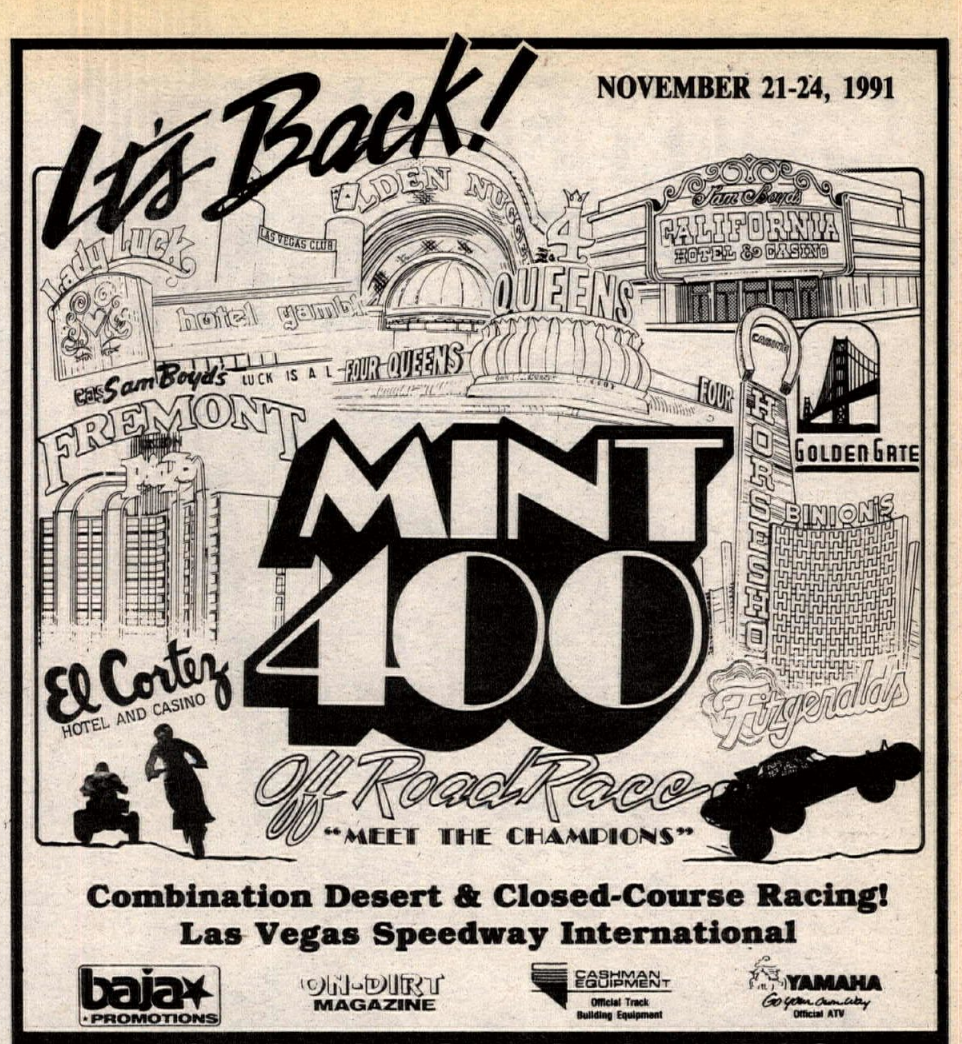
Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) ( ) _____

Your name: _____



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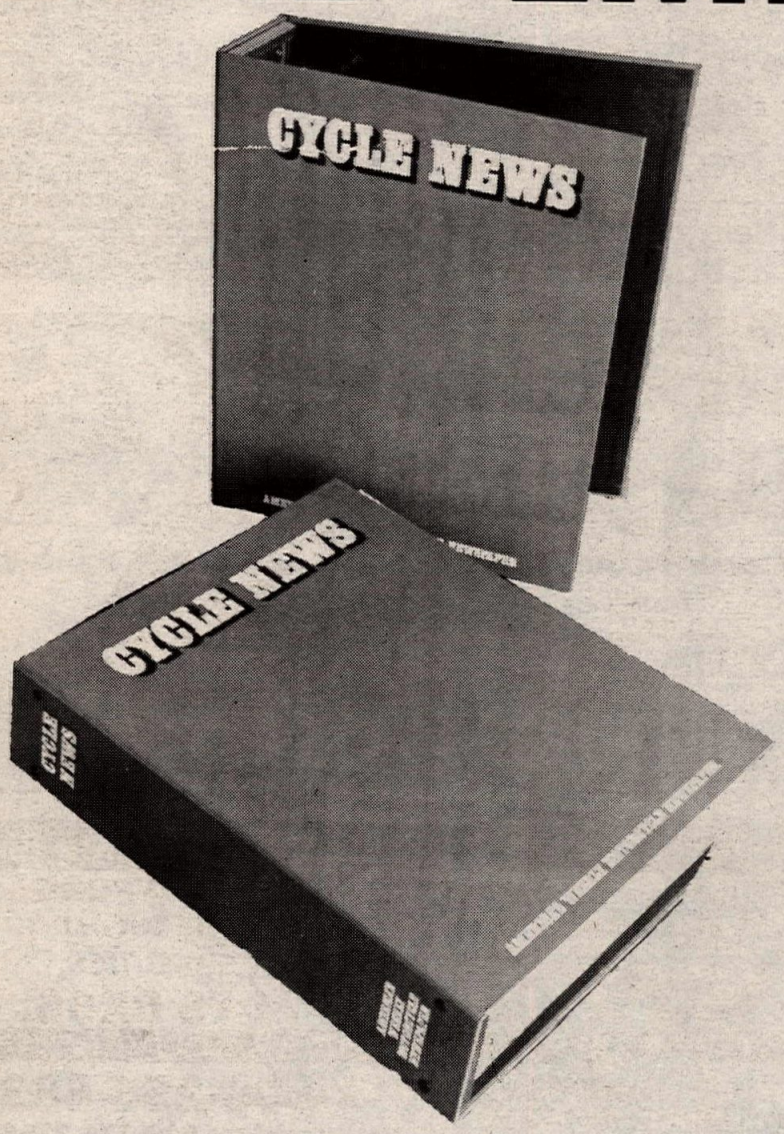

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RESULTS

Motocross
Warrior Race Pk
Warrior, AL
Oct. 12
By Gary Ross

JR CYC
Lindsey Powers
JR MINI
Blake DeWitt
Jeremy Bradford
SR MINI
Eric Elam
Blake DeWitt
Jeremy Newton
Kasie Powers
Jeremy Noah
125 C
Ernie Whitehead
Howard Hullett
Mike Lindsey
Willy Torgeson
Troy Miller
250 C
Scott Stone
Lee Nichols
James Burton
Jeremy Gossett
Davey Duprel
250 B
Brian Robertson
Michael Mims
Mike Monroe
Doug Hall
2 YR & OLDER
Brian Kirkland
Bubba Bruce
Steve Parrish
Ralph Jones
John Broughton
250 A
Darryl Ahonen
Darryl Heisler
Cary Morris

Road Race
Midwest YSR
Iowa Int'l Rcwy
Marshalltown, IA
Oct. 13
By Allen Brugioni

TOP FINISHERS
Rick Bullock Yam
Allen Brugioni Yam
Rick Weitzell Yam
Steve Parsons Yam
Mike Erickson Yam

Motocross
Elizabeth City M.C.
Elizabeth City, NC
Oct. 13
By Caryl Pigg

125 A
Chris Taylor Yam
Mike Martin Kaw
Danny Whitten KTM
250 A
Chris Taylor Yam
Bob Gerken Hon
Sonny Mitchell Hon
Dwight Fraser Hon
John Morfit Kaw
OPEN A
J.J. Dean Hon
Rick Wendelken Hon
Alan Kocotas Hon
Mike Curry Yam
50
Dean Day Yam
Isha Wood Yam
Lance Trebble Yam
A.J. Holmes Hon
Brandon Palmer Yam
60
Michael Ford Kaw
Max Glass Kaw
JR MINI
Chrsi Anstead Yam
Travis West Kaw
Max Glass Kaw
Kenny Moore Hon
Josh Wood Kaw
SR MINI
Shawn Schultz Hon
Ben Stilley Jr. Suz
Myles Scarano Suz
Ashley Bruce Kaw
Neil Shelor hon
125 C
Marc Winder Kaw
Tony Welch Kaw
Thomas Fauver Hon
Darin Ward Kaw
Jonathan Carroll Suz
250 C
William White Kaw
Craig Robinson Hon
Bill Smith Yam
Donald Evans Hon
William Potocki Hon
25=
Bob Gerken Hon
Sonny Mitchell Hon
Dewight Fraser Hon
John Sult Hon
A.C. Bruce Kaw
125 B
Tres Bruce Kaw
Ian Fortune Hon
Rocky Yatsko Kaw
Dan Coker Kaw
David White Kaw
250 B
Brad Crouch Suz
Donnie Miller Yam
Danny Belch Hon
Steve Lambrecht Hon
Richard Stake Yam
SR
J.J. Dean Hon
Rick Wendelken Hon
A.C. Bruce Kaw
Alan Kocotas Hon
Bricky Hughes Suz

Hare Scrambles
So. Texas HS Series
New Berlin, TX
Sept. 29
By Robert Wiegel

AA
Steve Cardwell Suz
Keith Klumps Suz
Jeremy Fipps Hon
Doug Paley Kaw
Donnie Rodand Kaw
250 A
Shaun Martin Yam
Rob Kimbrough Yam
Todd Day Hon
Mark Janecka Kaw
Terry Bainbridge Kaw
200 A
Bob Marion Hon
Gary Windham Kaw
Randy Young Hon
Mark Miller Hon
William Hartzog Kaw
OPEN B
Eddie Harrison Suz
Kevin Miller KTM
R.C. Burgess Hon
Chris Manning Kaw
Bret Dunbar KTM
200 B
Greg Schafer Kaw
Mike Villenarette Kaw
Doug Kilma Kaw
Bobby Lewallen Kaw
Mike Walker Kaw
4-STRK
John Renken Hon
Richard Bakke Suz
Kevin Horton Hon
Donny O'Neal Hon
Matt Cessna Hon
S/SR
Calvin Cardwell Suz
Bill Canion KTM
Dolph Nelsoney Hon
Sam Bennett Hon
Thomas Traylor Suz
250 C
Don Murphy Hon
Randy Damron Hon
Larry Buckley Kaw
Victor Watson Yam
Bill McKinney KTM
200 C
Richard Campbell Kaw
Henry Wardak Kaw
Nathan Cartwright Hon
Brian Broussard Hon
Cindy Hutchinson Hon

Motocross
Glass City M.C.
Delta MX Park
Delta, OH
Oct. 5

125 JR
John Kidd Jr. Hon
Howard DuRussell III Suz
Justin Blake Kaw
Jason Fountain Kaw
Jonas Wildman Suz
250 A
Joshua Steel Kaw
Terry Ramsey Kaw
Pat Fountain Kaw
250 B
Craig Smith Yam
Todd Goartz Kaw
125 B
Troy Niseen Kaw
Gary Waner Hon
Brad Hess Hon
125 A
Joshua Steel Kaw
Blane Armbruster Hon
Joey Barker Hon
25+
Patrick Fountain Kaw
Kevin Piaseck Suz
Alan Renick Kaw
250 C
Mark Pfister Yam
Reese Martin Suz
Tim King Yam
Todd Murdock Hon
Don Darrow Hon
S/MINI
Matt Maximoff Suz
Michael Mercer Suz
Joshua Woods Yam
Cody Capazo Kaw
Randy Doviak Suz
125 C
Jonas Wildman Suz
Jade Lipinski Suz
Kevin Hantz Hon
Don Patterson Hon
Scott Treichel Kaw
30+
Dave Glenn Hon
Kevin Peterson Hon
Garry Bodi Hon
Robert Sutter Jr. Suz
Mark Stewart Kaw
40+
Howard DuRussell Yam
Randy Stephenson Hon
John Wirick Hon
Bruce Hassenzahl Yam
Eric Carlson Hon
50+
Chuck McConnell Kaw
Robert Treichel Hon
Fred Klipple Yam
Fred Reynolds Yam
Chuck Ramsey Kaw
80 C
Rick Doviak Suz
Kevin Stephenson Hon
Brad McTaggart Hon
Ryan McTaggart Hon
Aaron Kimmerer Kaw
80 7-11
Mike Mercer Suz
cody Capazo Kaw
Nick Wintersmith Suz
Randy Doviak Suz
Neil Carlson Hon
80 12-15
Matt Maximoff Suz
Justin Blake Kaw
Jason Fountain Kaw
50
Jerod Whipple Yam
Jay Gauci Yam
Ramsey Figleg Hon
Brandon Main Yam
Ryan Bougenoy Yam

Motocross
Glass City M.C.
Delta MX Park
Delta, OH
Oct. 6

125 C
Jonas Wildman Suz
Jason Fountain Kaw
Ben Treglia Hon
Curtis McConnell Kaw
Don Patterson Hon
125 B
Troy Nissen Kaw
Gary Wamer Hon
Eric Sieler Suz
Todd Parent KTM
Brad Hess Hon
30+
Dave Bowman Suz
Vern Zweifel Hon
Jeff Chapko Hon
Kevin Peterson Hon
Kevin Piasecki Suz
14+
Joey Barker Hon
Jonas Wildman Suz
Dean Morris Kaw
Chuck Ramsey Kaw
80 7-11
Mike Mercer Suz
Joshua Woods Yam
Randy Valadz Suz
Cody Capazo Kaw
Neil Carlson Hon
80 12-15
Matt Maximoff Suz
Justin Blake Kaw
Ryan Valade Suz
Jason Fountain Kaw
80 C
Kevin Stephen Hon
Ryan McTaggact Hon
Brad McTaggart Hon
Brandy Riley Kaw
125 JR
Ryan Pauley Hon
John Kidd Jr. Hon
Justin Blake Kaw
Howard DuRussell III Suz
Steve Castol Jr. Suz
40+
Howard DuRussell Hon
Randy Stephenson Hon
Larry Stewart Hon
Stan Courtad Hon
Dennis Debolt Hon
50+
Chuck McConnell Kaw
William Foster Kaw
Fred Reynolds Yam
Chuck Ramsey Kaw
50
Jerod Whipple Itj
Ron Ledbeller Yam
Roby Wheeler Yam
Kyle Poller Yam
Jay Gauci Yam
25+
Charles McConnell Hon
Kevin Peterson Hon
George Fanelle Hon
Richard Koraleski Hon
Alan Remick Kaw
S/MINI
Matt Maximoff Suz
Jason Fountain Kaw
Cody Capazo Kaw
250 C
Mark Pfister Yam
Donald Darrow Hon
Mark Brooks Yam
Reese Martin Suz
Todd Murdock Hon
250 B
Ryan Pauley Hon
Craig Smith Yam
Shawn Bielecki Hon
Steve Hadobas Hon
Todd Parent KTM
250 A
Darren Koraleski Hon
Terry Ramsey Kaw
Chuck McConnell Hon

Short Track
Monterey County
Fairgrounds
Monterey, CA
Oct. 12
By Mike Vancil

P/W 50
Ray Edwards Yam
Anthony Houser Yam
Ryan Esskew Yam
Anthony Petri Yam
Colby Reid Yam
MINI 80 NOv
Jason Hughes Kaw
Kenny Heess Suz
Joey Allan Kaw
Bryan Grier Yam
John Allan KTM
MINI 80 JR
A.J. Kirkpatrick Kaw
Cecil Short Kaw
MINI 80 EX
Gary Milelr Kaw
Brian Sgheiza Kaw
125 NOV
Ted Westover Kaw
Scott Fuhrman Kaw
Cindy Clark Yam
250 NOV
David Drew Bul
Tony Machedo Yam
Gary Veitenheimer Yam
Darrell Hughes Kaw
Johnny Johnson Yam
250 JR
Jim Poff Yam
Jeremy Twitt Kaw
Robert Seay Yam
Justin Ownby Kaw
500 NOV
Ricky Roach Hon
Larry Thurman Yam
Tom Lacy Yam
Gary Vincelet Rtx
Ted Westover Mai
OPEN NOV
Ricky Roach Hon
Kevin Deupser Yam
Jerry Wuori Yam
Jim Lykins Yam
Jeff Knepp Hon
500 JR
Anthony Palmer Rtx
Allan McClellan Rtx
Lonnie Lacy Yam
Billy Luker Yam
Russ Sosa Yam
OPEN JR
Allan McClellan Rtx
Russ Sosa Yam
Anthony Palmer Rtx
Billy Luker Yam
Robert Seay Yam
VET
Chris Fischer Hon
Dennis Cameron Hon
500 EX
Perry Lang Hon
David Freeze Rtx
Frankie Garcia Rtx
Kevin Crowley Rtx
Michelle DiSalvo Yam
OPEN EX
Frankie Garcia Rtx
Perry Lang Hon
Kevin Crowley Rtx
David Freeze Rtx
Lonnie Pauley Hon

Motocross
Mustang Acres
Brighton, MI
Oct. 13
By Jan Darden

51
Jerod Whipple Yam
Cory McDermitt Yam
Kyle Palter Yam
Jay Gauci Yam
Steven Brown Yam
60
Ryan Dusci Kaw
Derek Lindamood Kaw
Derek Rose Hon
Kenneth Rates Kaw
Timothy Rates Kaw
7-11
Nicholas Wey Hon
Randy Valade Suz
Michael Mercer Suz
Joshua Woods Yam
Randy Doviak Suz
12-15
Matt Maximoff Suz
Ryan Valade Suz
Kirt DeBoer Suz
Troy Harwood Kaw
Steven Sweet Kaw
80 C
Gene Zawrotny Kaw
Rick Doviak Suz
Kevin Stephenson Hon
Ryan Helvie Suz
Nicholas McNenly Kaw
125 JR
John Kidd Hon
Deven Bond Hon
Chad Miller Hon
Kirt DeBoer Suz
Steven Casto Suz

30+ D-1	
Max Marsh	Kaw
Gary Seibert	Kaw
Daniel Chapel	Suz
Robert Karalis	Hon
Embert Berkers	Hon
30+ D-2	
Kip Bigelow	Hon
Craig Pickett	Hon
David Bowman	Suz
Dan Kendall	Hon
Darel Hilty	Hon
40+	
Thomas Jankowski	Yam
Howard DuRussell	Yam
Frank Helms	Hon
Randy Stephenson	Hon
Robert Chapman	Hon
50+	
Edward Hieftje	Hon
Charles McConnell	Kaw
William Foster	Kaw
Fred Klipple	Yam
16-24	
John McFarland	Kaw
Chad Savage	Suz
Kevin Towle	Hon
Gregg Rylee	Suz
25+	
John Grewe	Suz
Jeff Himanek	Hon
Kip Bigelow	Hon
Robert Merlintan	Suz
Gary Seibert	Kaw
125 A	
John Grewe	Suz
Mike Himanek	Hon
John Putnam	Hon
Shawn Castle	KTM
Joey Barker	Hon
125 B	
Richard Shearing	Hon
William Macinnis	Kaw
Andrew Bourn	Suz
Tom Levander	Kaw
Jeff Fletcher	Hon
125 C	
Justin Smith	Hon
Tait Drury	Kaw
Harvey Smith	Yam
Thomas Zielinski	Yam
Kenneth Bump	Hon
250/500 A	
Mike Himanek	Hon
Randy Emrick	Hon
Tom Deguise	Hon
Paul Dresback	Hon
Fred Mervau	Hon
250/500 B	
Richard Shearing	Hon
Chad Miller	Hon
Todd Parent	KTM
Jared Cole	Hon
Jerry Rekowski	Kaw
250/500 C	
Christian Lueth	Kaw
Ray Plowman	Suz
Mike McGill	Hon
Trent Johnson	Suz
Forrest Pease	Hon

Motocross
Albany SX
Albany, OR
Oct. 15

W/P/W	
Tyler Fick	
Kenny Kasper	
Joshua Phillips	
60 6-8	
Isaac Dawson	
Michael Gamby	
Ryan Coleman	
60 9-11	
Eric Williams	
David Turner	
80 BEG	
David Turner	
Ryan Terlecki	
Eric Williams	
80 JR	
Russell Cree	
Jeremiah Kirkes	
Dusty Lenaburg	
80 INT	
Brian Martin	
Mike Ulven	
Jessy Williams	
WMN	
Susan Smith	
Deanna Holbrook	
Jeanne Van Buskirk	
PLUS 50	
Cliff Kobernik	
Don Burkin	
Al Hinkley	
125 BEG	
Brad Brunkal	
Aaron Crawford	
Doug McKuhn	
125 JR	
Jason Mathews	
Steve Salmon	
Gary Terlecki	
125 INT	
Stan Sloboda	
Ryan Hageman	
125 PRO	
Kenny Olsen	
250 BEG	
Kevin Calkins	
Byran Robinson	
Todd Williver	
250 JR	
Glen Koffler	
Kory Ellis	
Matt Bennett	
250 INT	
Roby Leach	
Ryan Leach	
Dave Akerman	
250 PRO	
Jeff Daily	
Danny Ulven	
500 BEG	
Mark Burgess	
Mark Kristoff	
Wiley Rasmussen	
500 JR	
Anthony Cree	
David Hampton	
Jason Smith	
500 INT	
Roby Leach	
500 PRO	
Jeff Daily	
UTH	
Rod Keller	
Doug Eichner	
Bob Egan	
30-40 JR	
Kevin Calkins	
Susan Smith	
Steve Lorain	
30-40 INT	
Jack Coulter	
Doug Tuller	
30-40 MONEY	
Joe Casey	
Gary Beaver	
Mike Whalen	
OT JR	
Skip Waddell	
Pat Merina	
Cliff Kobernik	
OT INT	
Walt Smith	
Milt Harden	
Dewey Lenaburg	
OT EX	
John Meusling	
OT MONEY	
Bill Cook	
Jim Harris	
Bob Leach	
BTH	
John Williams III	
Ryan Leach	
Stan Sloboda	

Road Race
New Hampshire
Int'l Speedway
Loudon, NH
Oct. 5
By Anne Hutchinson

M/W S/BK EX	
Steve Nogueira	Hon
John Illich	Hon
Scott Morris	Yam
Yvan Laweuville	Hon
Peter Illich	Yam
M/W S/BK JR	
Scott Moslia	Hon
John Cowen	Hon
Sean Sweeney	Hon
Daniel Avis	Hon
Duane Guimond	Hon
L/W S/SPRT EX	
Andrew Slater	Yam
Joseph Anidjar	Yam
Roger Lajeunesse	Yam
Brian Baron	Yam
Arthur Cillo	Yam
L/W S/SPRT JR	
Charles King	Yam
Michael Gage	Yam
Darren Vokes	Yam
Scott Decker	Yam
Michael Cammarata	Yam
M/W PROD NOV	
Applebee	Yam
Jason Downs	Yam
Chris Robinson	Hon
Russell Picard	Hon
Marco Ferland	Hon
M/W PROD EX	
John Steigerwald	Yam
Donald Berry	Yam
Kenneth Wellington	Yam
John Bellussi	Hon
Yvan Laweuville	Hon
M/W PROD JR	
Eric Gulbransen	Yam
Daniel Avis	Hon
Michael Cyr	Yam
Douglas Donelan	Yam
Matthew Burnett	Yam
SPTSMN EX	
Russ Katzenberger	Kaw
James Whitaker	Kaw
Manuel Aires	Kaw
Bob Perkins	Kaw
Mark Smith	
SPTSMN JR	
John Costello	Kaw
Robert Allison	Yam
Michael Lesser	Kaw
Sam Stoney	Yam
David Yesman	Yam
H/W S/BK NOV	
Mark Purty	Suz
Malcolm Bradsher	Suz
Chris Crosby	Hon
Bill Spinney	Suz
Eric Marsden	Kaw
H/W S/BK NOV	
Frank Bonnardel	Suz
Richard Lank	Hon
Paul Desousa	Suz
Mike Lees	Kaw

Continued on page 52

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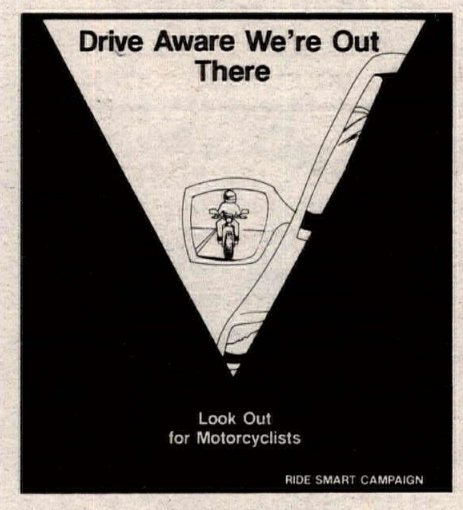

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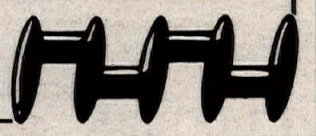

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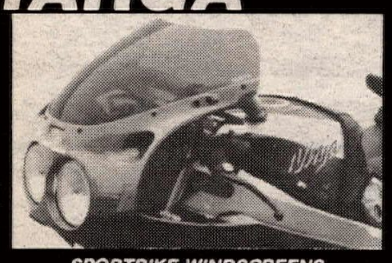

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RESULTS

Continued from page 51

Jonathan Vaughan	Yam
UN GP EX	
Marc Smith	Kaw
Gerald Rothman	Kaw
Matt Crane	Yam
Steven Lombardo	Yam
Patrick Armstrong	Suz
UN GP JR	
Kevin Athanasopoulos	Suz
Mark Heim	Yam
Carlos Fabian	Suz
Duane Guimond	Hon
Gene Dalzell	Kaw
UN PROD EX	
Tom Colton	Suz
Steve Moriarty	Suz
Rick Defalco	Suz
Jean Marc Dube	Hon
Christopher Bellissimo	Suz
UN PROD J	
Richard Doucett	Suz
Marvin Gruelle	Suz
Craig Shertzeri	Suz
Raymond Vargas	Suz
L/W S/BK NOV	
David Cote	Hon
William Harrison	Yam
Jim McCarthy	Kaw
Candace Gregoire	Yam
John Clark	Yam
L/W PROD NOV	
Gary Nelson	Yam
Jeff Wood	Kaw
David Aubrey	Kaw
Bob Bauer	Kaw
Jim Viola	Kaw
M/W PROD TW EX	
Bob Perkins	Kaw
William Martovich Jr.	Kaw
Jerry Wood	Kaw
Eric Wood	Kaw
Robert Caron	Kaw
M/W PROD TW JR	
Daniel Troxell	Duc
Gene Olewine	Duc
H/W S/SPRT EX	
Gerald Rothman	Kaw
Brian Kent	Hon
Elio Perez	Hon
James Lussier	Suz
Tom Colton	Suz
H/W S/SPRT JR	
Angelo Kargranes®	Suz
Craig Shertzeri	Suz
Charles Small	Suz
Kevin Athanasopoulos	Suz
Dana Dandeneau	Kaw
L/W S/SPRT NOV	
Gary Nelson	Yam
Candace Gregoire	Yam
Markan Ouimete	Yam
Brian Burgess	Kaw
Shawn McCormick	Hon
H/W PROD TW NOV	
David Richardson	Duc
Steven Brown	Hon
Douglas Booth	Duc
Frank Davis	Duc
M/W PROD TW NOV	
Jeff Wood	Kaw
Bob Bauer	Kaw
Jim Viola	Kaw
Steve Martovich	Kaw
Peter Van Buren	Kaw
L/W S/TW NOV	
David Cote	Hon
Mark Pangborn	Duc
Frank Davis	Duc
Shawn McCormick	Hon
Gregory Bidou	Kaw
S/L TW SPRT NOV	
Brian Nowokunski	Hon
Kurt Norris	Kaw
Jonathan Spinney	Hon
Matthew King	Yam
H/W S/BK EX	
Gerald Rothman	Kaw
Brian Kent	Hon
Patrick Armstrong	Suz
Tom Colton	Suz
Chris Embler	Kaw
H/W S/BK JR	
Richard Doucett	Suz
Gene Dalzell	Kaw
Craig Shertzeri	Suz
Carlos Fabian	Suz
Steve Arsenault	Suz
M/W S/SPRT EX	
Brian Kent	Hon
Kenneth Wellington	Yam
John Illich	Hon
Don Munron	Hon
Scott Morris	Yam
M/W S/SPRT JR	
Sean Sweeney	Hon
Douglas Donelan	Yam
Darryl Goldstein	Hon
Michael Cyr	Yam
Darren Vokes	Yam
H/W S/TW EX	
Joseph Santa Maria	Duc
Steve Aspland	Duc
Jerry Wood	Duc
Mark Reynolds	Hon
H/W S/TW JR	
John Costello	Kaw
Geoffrey Gilmore	Duc
Christopher Gould	
Josh Zacharias	Hon
Gene Olewine	Duc
M/W S/BK NOV	
Jody Lozeau	Hon
Marco Ferland	Hon
Rob Menshausen	Hon
Michael Worden	Yam
Paul Beamer	Hon
H/W S/TW NOV	
Steven Brown	Hon
David Richardson	Duc
Frank Davis	Duc
James Lovejoy	
Mark Pangborn	Duc
SPTSMN NOV	
Jeff Dougherty	YAm
Brian Burgess	Kaw
Steve Martovich	Kaw
Carl Otto	Kaw
Stephen Johnson	Hon
U/L S/SPRT EX	
Gerald Rothman	Kaw
Chris Embler	Kaw
Timothy Allen	Suz
Rick Defalco	Suz
Hugo Guenette	Yam
U/L S/SPRT JR	
Richard Doucett	Suz
Charles Small	Suz
Angelo Kargranes	Suz
Craig Shertzeri	Suz
Dana Dandeneau	Kaw
Sean Sweeney	Hon
M/W GP EX	
Don Munroe	Hon
William Greenwood	Yam
Michael Rockwell	Yam
John Illich	Hon
Todd Scranton	Yam
M/W GP JR	
Sean Sweeney	Hon
Scott Moslia	Hon
Darryl Goldstein	Hon
Daniel Avis	Hon
Stephen Schwank	Yam
U/L PROD NOV	
Frank Bonnardel	Suz
Todd Applebee	Hon
Gregory Walters	Suz
Mike Lees	Kaw
Paul Wren	Suz
M/W GP NOV	
Jonathan Vaughan	Yam
Scott Greenwood	Hon
Russell Picard	Hon
Richard Lank	Hon
Joseph St. George	Hon
L/W S/BK EX	
James Whitaker	Kaw
Russ Katzenberger	Kaw
Brian Baron	Yam
Manuel Aires	Kaw
Chuck Piacchetto	Kaw
L/W S/BK JR	
Darren Vokes	Yam
David Yesman	Yam
John Costello	Kaw
Robert Allison	Yam
Jeffrey Perrault	Yam
L/W PROD EX	
Roger Lajeunesse	Yam
Michael Campbell	Yam
Erik Larsen	Kaw
Arthur Cillo	Yam
Theodore Burnham	Yam
L/W PROD JR	
Scott Decker	Yam
Charles King	Yam
Michael Lesser	Kaw
M/W S/SPRT NOV	
Jonathan Vaughan	Yam
Richard Lank	Hon
Jody Lozeau	Hon
Marco Ferland	Hon
Russell Picard	Hon
L/W S/TW EX	
Russ Katzenberger	Kaw
Steve Aspland	Duc
Robert Caron	Kaw
Chuck Giacchetto	Kaw
James Whitaker	Kaw
L/W S/TW JR	
Josh Zacharias	Hon
Geoffrey Gilmore	Duc
John Costello	Kaw
Gene Olewine	Duc
S/L EX	
Gary Stas	Duc
Mark Smith	
Paul Coviello	Yam
Gilman Greenlaw	Suz
Ken Berlingo	Kaw
S/L JR	
Sam Stoney	Yam
Eric Zockoff	Suz
Allan Hodges	Yam
US TW SPRT EX	
Robert Kuhl	H-D
Troy Roberts	H-D
US TW SPRT JR	
David Yesman	H-D
H/W S/SPRT NOV	
Frank Bonnardel	Suz
Stephane Dumoulin	Suz
Gregory Walters	Suz
Eric Marsden	Kaw
Christopher Szarek	

Motocross
Honda Hills
Linnville, OH
Oct. 13
By Deirdre Caldwell

WMN	
Melody Campbell	Yam
Evey Royer	Kaw
Tonya Hagans	Suz
Chanel Thompson	Hon
Jessica Frazier	Yam
25+	
Gerry Bennett	KTM
Kirk Jeffries	Hon
Scott Caldwell	Yam
Dave Hall	KTM
Tim Morrow	Hon
L/W SEMI PRO	
Joey DeFelice	Hon

Jay Gref	Hon
125 B	
Robbie Sturgell	Kaw
Ray Denig	Kaw
Billy DeMastry	Yam
Scott Caldwell	Yam
Nick Troutman	Suz
125 C	
Tom Moore	Suz
Brian Miley	Hon
Brad Beaver	Hon
Floyd Doty	Yam
Pat Thrall	Kaw
50	
David Whitcraft	Yam
Andy Willard	Yam
Ty Brown	Yam
Willy Browning	Yam
Derek Sturgell	Yam
125 SCHBY	
Tommy Collier	Suz
Jason Stewart	Kaw
J.D. Collins	Hon
Chris Johnson	Suz
Joey DeVault	Kaw
65	
Jeff Gibson	Kaw
Shaun Kuchler	Kaw
Scott Kuchler	Kaw
Davis Whitcraft	Kaw
VET	
Evan Jones	Hon
Tab Thompson	Kaw
Phil Wood	Suz
Evan Semon	Suz
Rick Hunsaker	Kaw
250 B	
J.T. Kurtz	Yam
Jason Stewart	Kaw
Brian Campbell	Suz
Jamey Johnson	Hon
Kirk Jeffries	Hon
OPEN B	
Mike Welsh	Kaw
David Hall	KTM
Abe Tingler	Hon
Dave Dye	Hon
Michael Stebvelton	Hon
S/SR	
Henry Gref	Hon
Roger Shumaker	Yam
Bob Wilson	Hon
Casey Lier	Hon
Bill Hartshorn	Hon
MINI SR	
Charlie Dunaway	Hon
Wesley Boyd	Suz
Todd Mouser	Kaw
Jim Swartz	Suz
DeAndre Brown	Kaw
MINI JR	
Chris Berry	Kaw
Scott McMillin	Kaw
Mark Burkhart	Hon
Jeremy Berwanger	Kaw
Jeff Gibson	Yam
250 C	
Dennis Jeffries	Yam
Thad Mankin	Suz
Jason Branson	Kaw
R.J. Wilhelm	Hon
Scott Phalen	Suz

Motocross
Memphis MX Pk
Memphis, TN
Oct. 19
By Judy Sides

50 MINI	
Brad Iley	Hon
Brian Spahr	Yam
Dallas Williams	Yam
Sarah Smith	Yam
Chris Anderson	Suz
60 MINI	
Scott Spahr	Kaw
Chris Smith	Kaw
Kevin Lambert	Yam
Chaz McCracken	Hon
Matt Hinkle	Hon
80 JR	
J.J. Lipe	Kaw
Jamie Thompson	Kaw
Richard Mansfield	Hon
80 SR	
Joe Gurley	Hon
Paul James	Suz
Cameron Parker	Kaw
Kevin Clark	Kaw
125 BEG	
David Staggs	Hon
David Barnhart	Hon
Ryan Gayhart	Suz
Jerry Andeson	Hus
David Maxey	Hon
125 INT OPEN	
Jason Sides	Hon
Chad Rhine	Yam
Danny Akins	Hon
Roger Rhine	Yam
Harrison Rhine	Kaw
125 NOV	
Eric Jordan	Hus
Jason Wright	Yam
Bradley Ballentine	Kaw
Shawn Thompson	Hon
250 NOV	
Lee Burks	Hon
Paul Piper	Hon
Dimitri Harris	Hon
250 INT/OPEN	
Jason Sides	Hon
Cary Morris	Hon
Fletcher Lambert	Hus
Chad Rhine	Hon

Hare Scrambles
Ohio State C'ship
Delta, OH
Oct, 25
By Jim Patchen

O/A	
Todd Cuprys	Hus
MINI 7-11	
Mike Mercer	Suz
Chris Gallt	Kaw
Nick Wintersmith	Suz
Tony Bentley	Hon
Amanda Mastin	Kaw
MINI 12-15	
Matt Maximoff	Suz
Jonathan Dreher	Kaw
Nathan Miller	Kaw
Clint Sumner	Yam
Eric Dudek	
VETR 30-39	
Dave Toogood	ATK
Steven Carie	Yam
Paul Simon	Kaw
Daniel Payne	Suz
Michael Wall	Yam
SR 40-49	
John Bombyk	Yam
Paul Harper	Kaw
Ted Kilvington	C-A
James Goin	Kaw
Robert Northern	Kaw
S/SR 50+	
Willard Root	ATK
Tom Rickbrodt	Hon
125	
Eric Sieler	Suz
Teven Halstead	Hon
Doug Phelps	KTM
Jonas Wildman	Suz
Erik Litz	Hon
200	
Erik Fotheringham	Kaw
Mike Garvey	Kaw
Robert Kemp	Kaw
Roger Griner	Kaw
Dan Carter	Kaw
250	
Rick Kent	Suz
David Hammel	Hon
Willard Root Jr.	ATK
Scott Curtis	Kaw
Mark Becker	KTM
OPEN	
Brett McCoy	Hon
4-STRK	
Todd Cuprys	Hus
Douglas Hodge	Hon
VINT	
Mark Burnard	Suz
Peter Wening	Kaw
L/W TEAM	
Roger Stevens/ Jeffrey Hunt	Kaw
Gary Wamer/ Rick Wells	Hon
Clint Sumner / Eric Dudek	Hon
H/W TEAM	
David Glenn / Kevin Piasecki	Suz
John Krotzer / George Fanelli	Hon
David Henry / Chris Belkofer	Hon
Don Gordon / Jim Almroth	Hon
Ken Strzelecki / Dan LaValley	KTM

Vintage Trials
1991 Mid-Atlantic
Vintage Trials Series
Final Standings
New Garden, PA
Oct. 21
By Rick Menapace

PREM A	
Dave Mankey	R-E
Craig Klesh	BSA
Will Stoner	Tri
Bob Capistrant	Duc
Bill Galloway	Gre
CLASSIC A	
Pete Keen	Hon
Stan Bollinger	Yam
Gale Petro	Suz
Royce Klein	Mon
Don Pugh	Bul
RIGID B	
Fred Slifer	Adl
Mike Hosafros	Nor
PREM H/W B	
Lew Stretch	R-E
Andy Tarnik	BSA
PREM L/W B	
Jeff Chambers	BSA
Duncan Wright	BSA
Warren Kleis	Tri
John Towery	Tri
BRITISH CLASS B	
Bowie Pearre	Cot
Rich Baulch	Pen

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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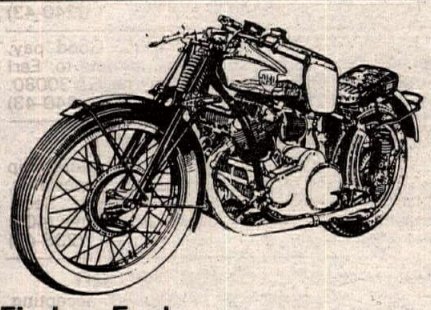

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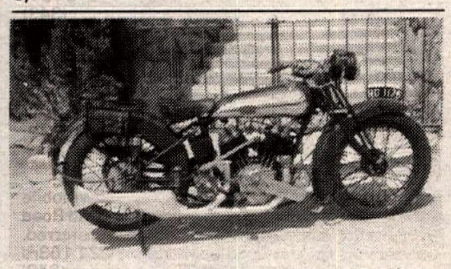

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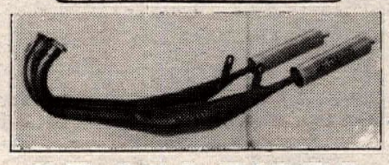

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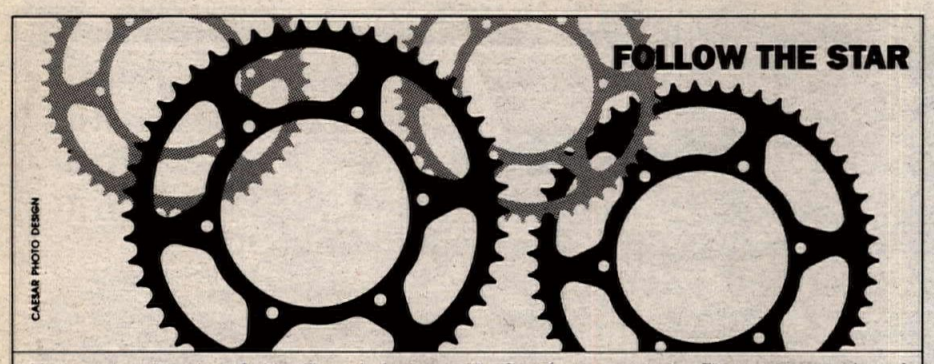

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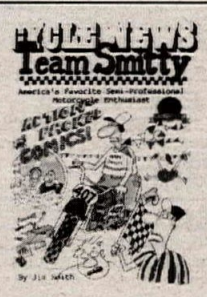

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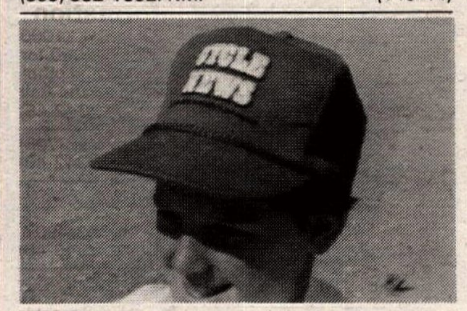

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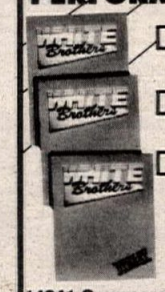

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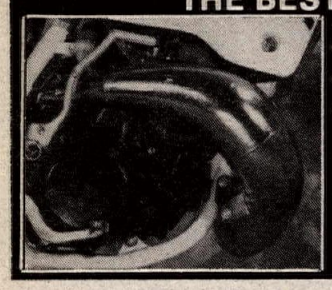

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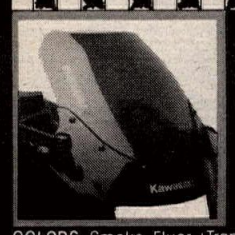

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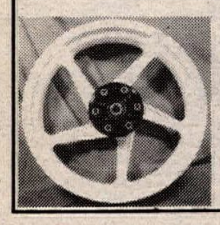

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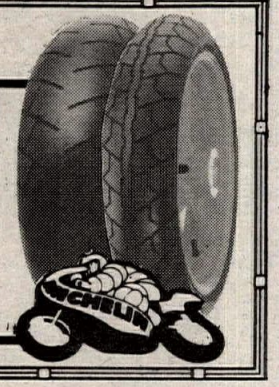

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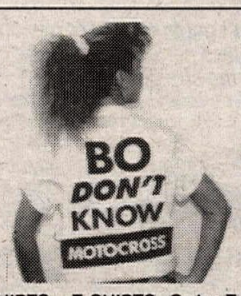

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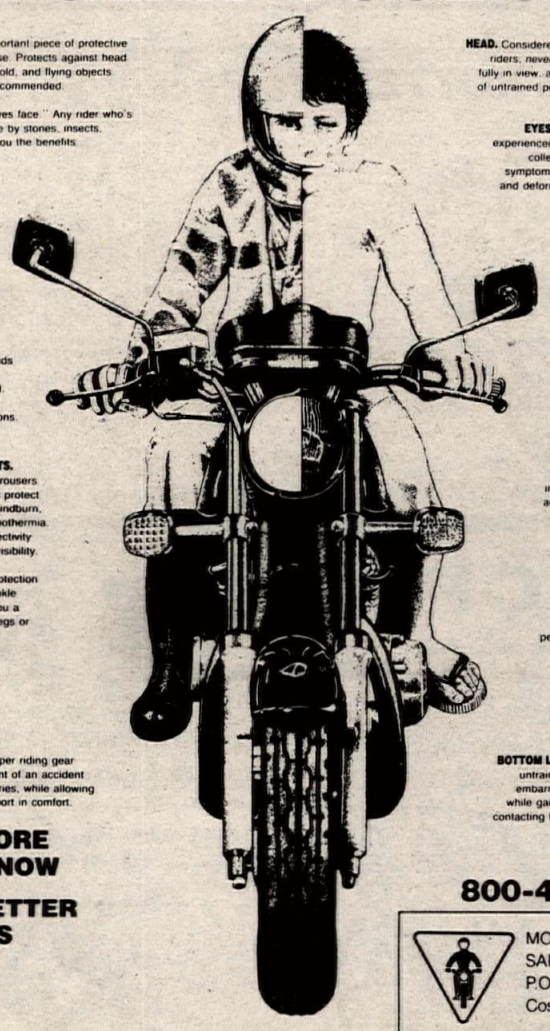

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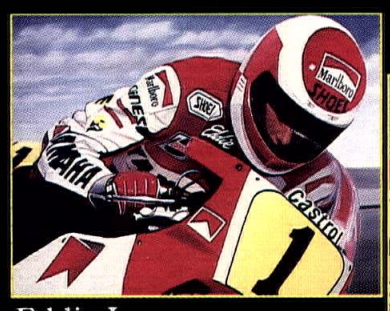

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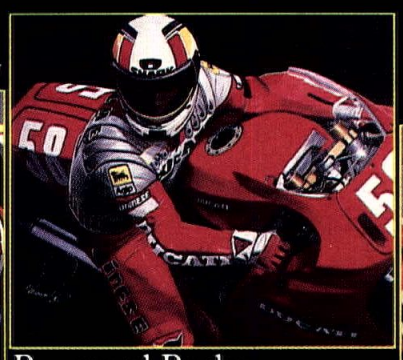

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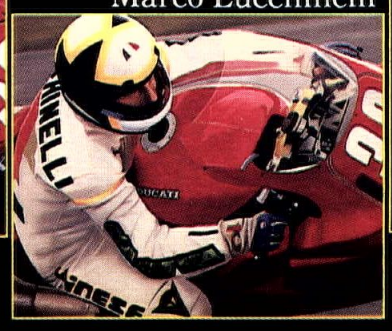

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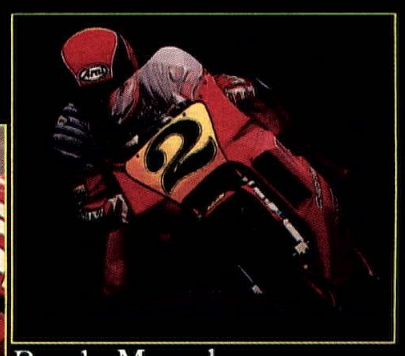

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